



BART to Livermore Extension



**Final Program
Environmental Impact Report
Responses to Comments**



State Clearinghouse No. 2008062026

June 2010

**BART TO LIVERMORE EXTENSION
FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT
RESPONSES TO COMMENTS**

State Clearinghouse No. 2008062026

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Section 1

Introduction

1.1 BACKGROUND

The EIR Process following Release of the Draft Program EIR

The San Francisco Bay Area Rapid Transit District (BART) prepared a Draft Program Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) to disclose and evaluate the potential environmental effects of the alignment alternatives for the BART to Livermore extension. The Draft Program EIR, issued for public review in November 2009, included a description of nine alternative alignments to extend existing BART services eastward from the current terminus at the Dublin/Pleasanton BART Station, an assessment of potential effects, and a description of possible mitigation measures to reduce significant effects that were identified in the Draft Program EIR. The purpose of the Program EIR is to assist the BART Board of Directors (BART Board) in selecting a preferred alignment that subsequently can be advanced for further, more detailed engineering and environmental review. The alternatives consider several east-west routes including the use of the Interstate 580 (I-580) or the Union Pacific Railroad (UPRR) tracks. The alternatives include both one-station and two-station alternatives. The stations that were evaluated include Isabel/I-580, Isabel/Stanley, Downtown Livermore, Vasco Road, and Greenville East. The two-station alternatives would include a new maintenance facility, for which three potential locations were considered: immediately east of Downtown Livermore, east of Vasco Road, and in the Greenville area north of I-580.

The public review period for the Draft Program EIR began on November 5, 2009. At the request of the City of Pleasanton, the 45-day review period was extended for an additional 30 days and ended January 21, 2010. During this time frame, the document was reviewed by various state, regional, and local agencies, as well as by interested organizations and individuals. Written comments were received from 18 different public agencies (federal, State, regional, and local), 18 organizations, and 437 individuals. Three public hearings were held to receive oral comments on the Draft Program EIR: November 18, 2009 at the Livermore City Council Chambers, December 2, 2009 at the Robert Livermore Community Center, and January 6, 2010 at the Pleasanton City Council Chambers. Both oral and written comments were received from members of the public during the public hearings.

This document responds to comments on the Draft Program EIR that were raised during the public review period, and contains revisions intended to correct, clarify, and amplify the Draft Program EIR. In addition, many commentors requested that BART consider a “hybrid” alternative composed of components from two of the alternatives evaluated in the Draft Program EIR. Section 1.4 of this document includes a description of the hybrid alternative and a summary of impacts and mitigation measures from the Draft Program EIR that would be applicable to the hybrid alternative.

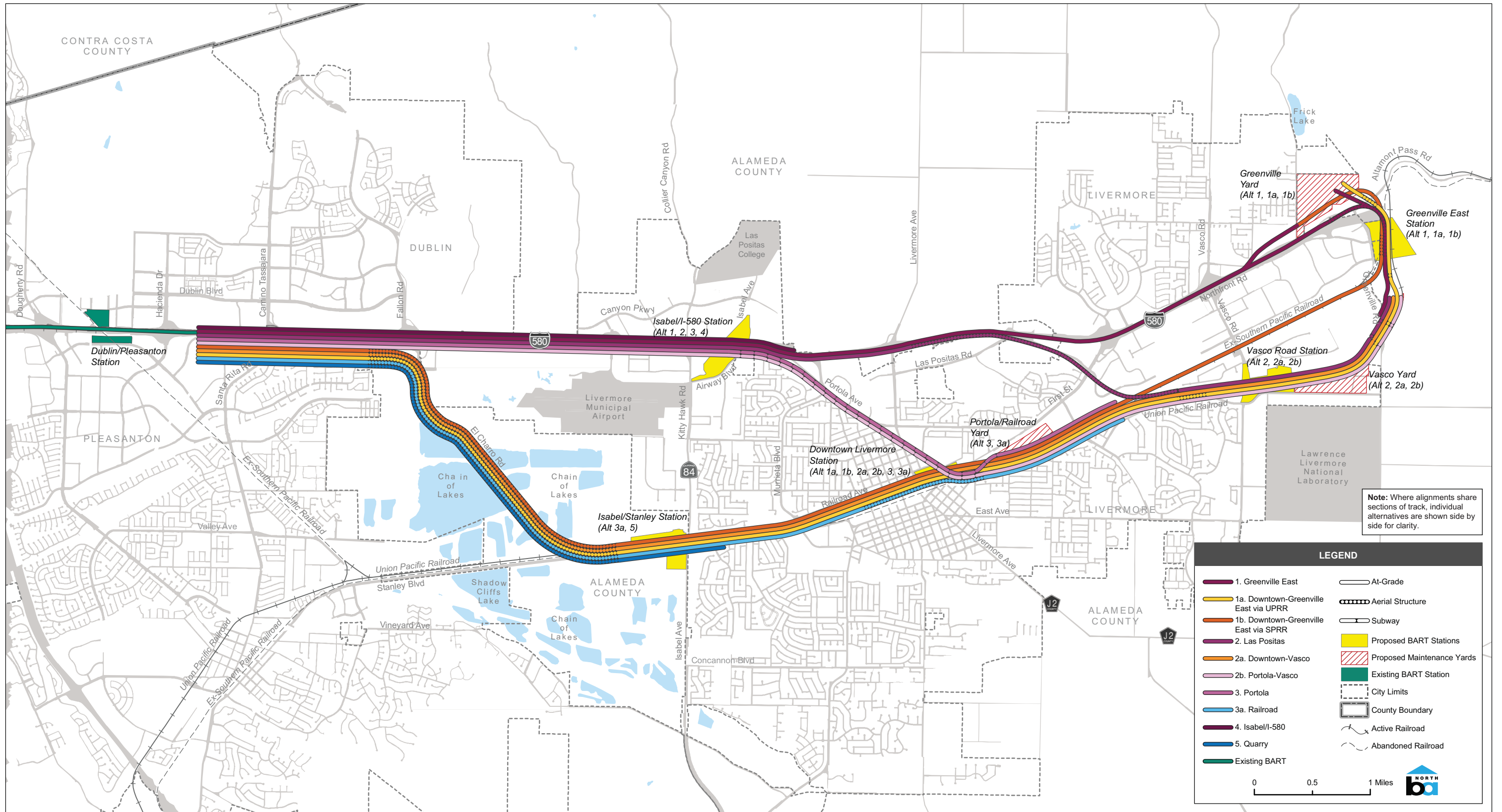
Notably, a program-level document is intended to help with both selecting a preferred alternative as well as providing adequate information on those less successful at meeting the project objectives or avoiding impacts. Accordingly, based upon further evaluation raised by the comments, additional information has been added to the Final Program EIR to provide sufficient information on all ten possible alternatives, including the newly developed Alternative 2b – Portola-Vasco. All alternatives introduced in the Draft Program EIR remain part of the program and will be considered by the BART Board at the upcoming public hearing of the Program EIR.

Together, the previously released Draft Program EIR and this “Responses to Comments” document constitute the Final Program EIR. As the lead agency, the BART Board must certify the Final Program EIR before action can be taken to select a preferred alternative. Certification requires that the lead agency (in this instance, BART) make findings that the Final EIR complies with CEQA, that the information in the EIR has been considered in taking action, and that the EIR reflects BART’s independent judgment and analysis.

Program Description

The BART to Livermore Extension Program is evaluating ten different alignment, station, and maintenance facility combinations, including the nine alternatives examined in the Draft Program EIR and the new Alternative 2b — Portola-Vasco. Figure 1-1 shows all of the routes proposed, including Alternative 2b — Portola-Vasco Alternative. The various alternatives are either completely contained within the I-580 median, or diverge from the I-580 median and pass southeasterly through portions of the City of Livermore to the existing Altamont Commuter Express (ACE)/UPRR or the Southern Pacific Railroad (SPRR) corridors. The purpose for the BART to Livermore Program is defined in the following objectives:

- Increase BART ridership
- Provide congestion relief along the I-580 corridor through the Tri-Valley area
- Provide convenient intermodal connections between BART, the Altamont Commuter Express, and the Livermore Amador Valley Transit Authority
- Support local efforts, initiatives, and policies to promote transit-oriented development
- Enhance economic benefits, contributing to local investment and development opportunities
- Provide a cost effective transit system, recognizing budget constraints and available funding
- Conform with the BART System Expansion Policy and with the Metropolitan Transportation Commission’s (MTC) Resolution #3434 – Transit-Oriented Development Policy for Regional Transit Extension Projects
- Protect and enhance the environment
- Improve transit mobility between the Silicon Valley, the Tri-Valley area, the East Bay Area, and San Francisco in support of efforts to reduce greenhouse gas emissions, consistent with Senate Bill (SB) 375.



Source: AECOM; WSA, 2010.

BART TO LIVERMORE EXTENSION ALTERNATIVES

FIGURE 1-1

The alternatives developed to extend BART services eastward to Livermore and address the above objectives are presented in Figure 1-1 and summarized below.

- Alternative 1 — Greenville East. This alternative would originate at the existing Dublin/Pleasanton Station, follow the median of I-580, include an intermediate station at Isabel/I-580, and continue to a terminus at the proposed Greenville East Station at Greenville Road, just south of I-580.
- Alternative 1a — Downtown-Greenville East via UPRR. This alternative would originate at the existing Dublin/Pleasanton Station and follow the median of I-580, then diverge southeasterly along El Charro Road, parallel the existing UPRR tracks, and include an intermediate station at Downtown Livermore before heading northeast to a terminus at the proposed Greenville East Station.
- Alternative 1b — Downtown-Greenville East via SPRR. This alternative would share those elements described above for Alternative 1a, except that the segment between the proposed Downtown Livermore Station and a terminus at Greenville East would run parallel to an existing freight spur line previously operated by SPRR. The departure from the UPRR right-of-way east of downtown would occur near the intersection of Mines Road.
- Alternative 2 — Las Positas. This alternative would originate at the existing Dublin/Pleasanton Station in the median of I-580, include an intermediate station at Isabel/I-580, then diverge southeasterly along Las Positas Road, toward central Livermore, to the UPRR right-of-way, at which point the alignment would run parallel to the existing UPRR tracks to a terminus station at Vasco Road.
- Alternative 2a — Downtown-Vasco. This alternative would be identical to Alternatives 1a and 1b between the existing end of track at the Dublin/Pleasanton Station and the proposed Downtown Livermore Station. Alternative 2a would include a Downtown Livermore Station and a terminus station at the Vasco Road Station.
- Alternative 2b — Portola-Vasco. This alternative would originate at the existing Dublin/Pleasanton Station in the median of I-580, diverge from the I-580 corridor at Airway Boulevard (just west of the existing Portola interchange), transition to a subway under Portola and Junction Avenues to a station adjacent to the existing ACE station in Downtown Livermore, and extend at-grade parallel to the existing UPRR tracks to a terminus station at Vasco Road.
- Alternative 3 — Portola. This alternative would originate at the existing Dublin/Pleasanton Station in the median of I-580, include an intermediate station at Isabel/I-580, then diverge from the I-580 corridor at Airway Boulevard, transition to a subway under Portola and Junction Avenues to a terminus station adjacent to the existing ACE station in Downtown Livermore.
- Alternative 3a — Railroad. This alternative would have an alignment identical to Alternatives 1a, 1b, and 2a in the median of I-580 and then along El Charro Road, then parallel to the

UPRR tracks, include an intermediate station at the intersection of Isabel Avenue (SR-84) and Stanley Boulevard, and terminate adjacent to the existing Livermore ACE Station.

- Alternative 4 — Isabel/I-580. This single-station alternative would originate at the existing Dublin/Pleasanton Station and follow the median of I-580 to a terminus station immediately east of the planned Isabel Avenue overpass/interchange.
- Alternative 5 — Quarry. This single-station alternative would originate at the existing Dublin/Pleasanton Station and follow the median of I-580, diverging from the I-580 corridor at El Charro Road, then proceed southeasterly to the UPRR, at which point the alternative would travel parallel to the UPRR tracks to a terminus station west of the Isabel Avenue (SR-84) and Stanley Boulevard intersection.

While the alignment, station, and maintenance facility locations differ among these ten BART alternatives, all alignments would be fully grade separated. To accomplish this, the BART extension alternatives would run at grade (i.e., generally at the same elevation as the surrounding ground), on an aerial structure, in a retained trench, or in a subway (cut and cover), as necessitated by the surrounding terrain or existing conditions. The BART extension alternatives would make use of track, signal, and communications technology currently used by BART. Service would be provided using existing specifications for BART vehicles (or future vehicles superseding existing BART rolling stock) powered by an electrified third rail propulsion system.

1.2 PURPOSE OF THIS RESPONSES TO COMMENTS DOCUMENT

Under CEQA, BART is required, after completion of a Draft EIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the program alternatives, and to provide the general public with an opportunity to comment on the Draft EIR. As the lead agency, BART is also required to respond to significant environmental issues raised in the review and consultation process.

This Responses to Comments document has been prepared to respond to public agency and general public comments received on the Draft Program EIR for the BART to Livermore Extension Program, which was circulated for a 75-day public review period, November 5, 2009 to January 21, 2010, and to respond to comments received at the three public hearings, which were held on November 18, 2009, December 2, 2009, and January 6, 2010. This document contains the public comments received on the Draft Program EIR, written responses to those comments, and changes made to the Draft Program EIR in response to the comments.

The emphasis in the Responses to Comments document is to provide clarification and further substantiation for the analysis and conclusions presented in the Draft Program EIR. In some cases, the responses seek to correct and remedy minor technical mistakes or errors identified in the Draft Program EIR. Thus, the thrust of the Responses to Comments document is to address concerns raised about the adequacy of the Draft Program EIR and the process by which BART conducted the CEQA process. Other comments that express an opinion about a preferred alignment, station location, or

technology are acknowledged in this document, but because they concern the merits of a project alternative or a station location, rather than the adequacy of the Draft Program EIR, this document does not provide a response that examines the advantages and disadvantages of the commentor's preference. The State CEQA Guidelines stipulates that responses should pertain to major or substantial environmental issues raised by commentors.

1.3 HOW TO USE THIS REPORT

This document addresses substantive comments received during the public review period and consists of six sections: (1) Introduction; (2) List of Commentors, (3) Master Responses, (4) Responses to Written Comments on the Draft Program EIR, (5) Responses to Oral Comments on the Draft Program EIR, and (6) Revisions to the Draft Program EIR. Section 1 reviews the purpose and contents of this Responses to Comments document. Section 2 lists the public agencies, organizations, and individuals who submitted comments on the Draft Program EIR.

Section 3 provides Master Responses to comments that were raised on multiple occasions and warrant a single comprehensive response to address the following issues:

Master Response 1: Purpose of a Program EIR Compared to a Project EIR

Master Response 2: Ridership and Vehicle Miles of Travel Projections

Master Response 3: Chain of Lakes/El Charro Road Alignment

Master Response 4: Staples Ranch

Master Response 5: Downtown Livermore Station

Master Response 6: Safety and Security around BART Stations

Master Response 7: Biological Sensitivity of the Greenville Yard Area

Master Response 8: Funding the BART to Livermore Extension.

Section 4 contains each comment letter and written responses to the individual comments related to CEQA. Section 5 contains comments made to the court reporter and the transcripts of speakers at the three public hearings on the Draft Program EIR, and the responses to these comments. In Sections 4 and 5, specific comments within each comment letter or oral testimony at the public hearings have been bracketed and enumerated in the margin of the letter or transcript. Each commentor has been assigned a discrete comment letter or speaker number, as listed in Section 2. Responses to each of these comments follow each comment letter in Section 4 and follow the transcripts reproduced in Section 5. For the most part, the responses provide explanatory information or additional discussion of text in the Draft EIR. In some instances, the response supersedes or supplements the text of the Draft EIR for accuracy or clarification. New text that has been added to the Draft EIR is indicated with underlining. Text that has been deleted is indicated with ~~striketrough~~. Finally, Section 6 consists of text and graphics changes to the Draft EIR as a result of comments or changes initiated by BART staff to

correct any inaccuracies. These changes are made to correct or update information in the Draft Program EIR.

1.4 NEW ALTERNATIVE 2B — PORTOLA-VASCO

The purpose of preparing a Program EIR is to evaluate the alignment alternatives on a broad level and to provide an overview of the potential environmental impacts associated with different alignments and station locations. As noted in the Draft Program EIR, this approach was intended to allow BART to refine alignment and station choices during subsequent, more detailed planning. As documented in the comment letters and the transcripts of the three public hearings on the Draft Program EIR, a number of commentors suggested an alternative consisting of components of Alternative 2a — Downtown-Vasco and Alternative 3 — Portola. This “hybrid” alternative combines some of the desirable features of Alternatives 2a and 3 and avoids some of the impacts associated with the other alternatives. This hybrid alternative, referred to here as Alternative 2b — Portola-Vasco, would extend approximately 11.3 miles. A description of the route and other characteristics is provided below. Figure 1-2 illustrates the route for Alternative 2b and the location of the stations and maintenance facility.

Alternative 2b Description

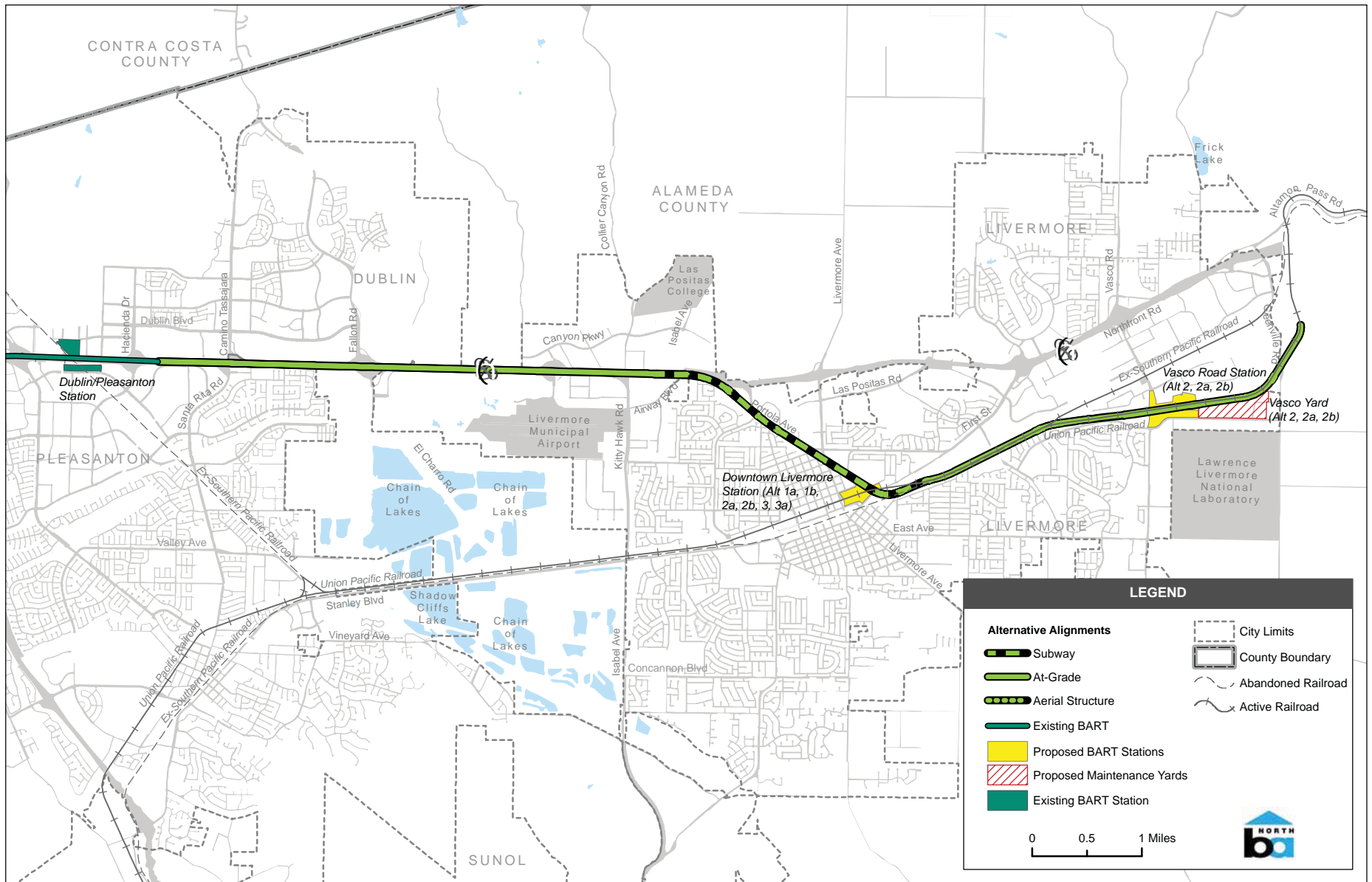
Route

- Originate at the existing Dublin/Pleasanton Station and proceed eastward at grade in the median of I-580 (there would be no station at Isabel/I-580);
- Diverge from the I-580 corridor at Airway Boulevard (just west of the existing Portola interchange), transitioning to a subway configuration;
- Proceed in a subway under Portola Avenue to an underground station adjacent to the existing ACE station in Downtown Livermore;
- Continue eastward, transitioning to an at-grade profile along the UPRR tracks to a terminus Vasco Road Station adjacent to the Vasco Road ACE Station; and
- Continue eastward to a maintenance facility and tailtracks in the Vasco area.

Stations

Alternative 2b would have two stations, Downtown Livermore Station and Vasco Road Station.

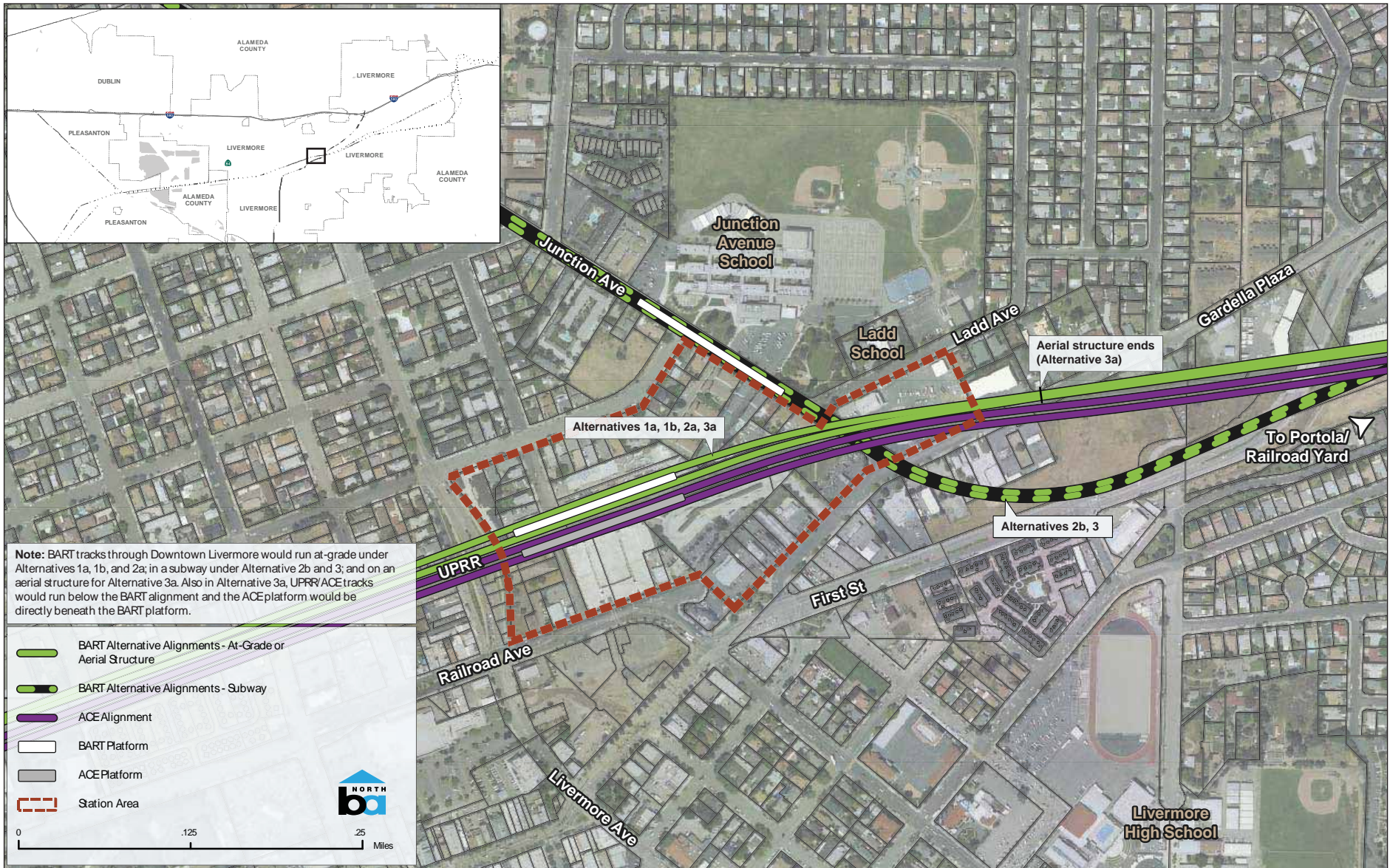
Downtown Livermore Station. Much of the Downtown Livermore Station site encompasses the existing Livermore Transit Center/Livermore ACE Station. As shown in Figure 1-3, the Downtown Livermore Station would be on an approximately 27-acre site bounded by I Street to the west, residential properties and Ladd Avenue to the north, Junction Avenue School, Ladd School and residential parcels to the east, and the boundary created by Old First Street, First Street, Maple Street, and Railroad Avenue to the south. East-west UPRR/ACE tracks would bisect the station site. The



Source: WSA; AECOM, 2010.

ALTERNATIVE 2B - PORTOLA-VASCO

FIGURE 1-2



Source: WSA, 2009.

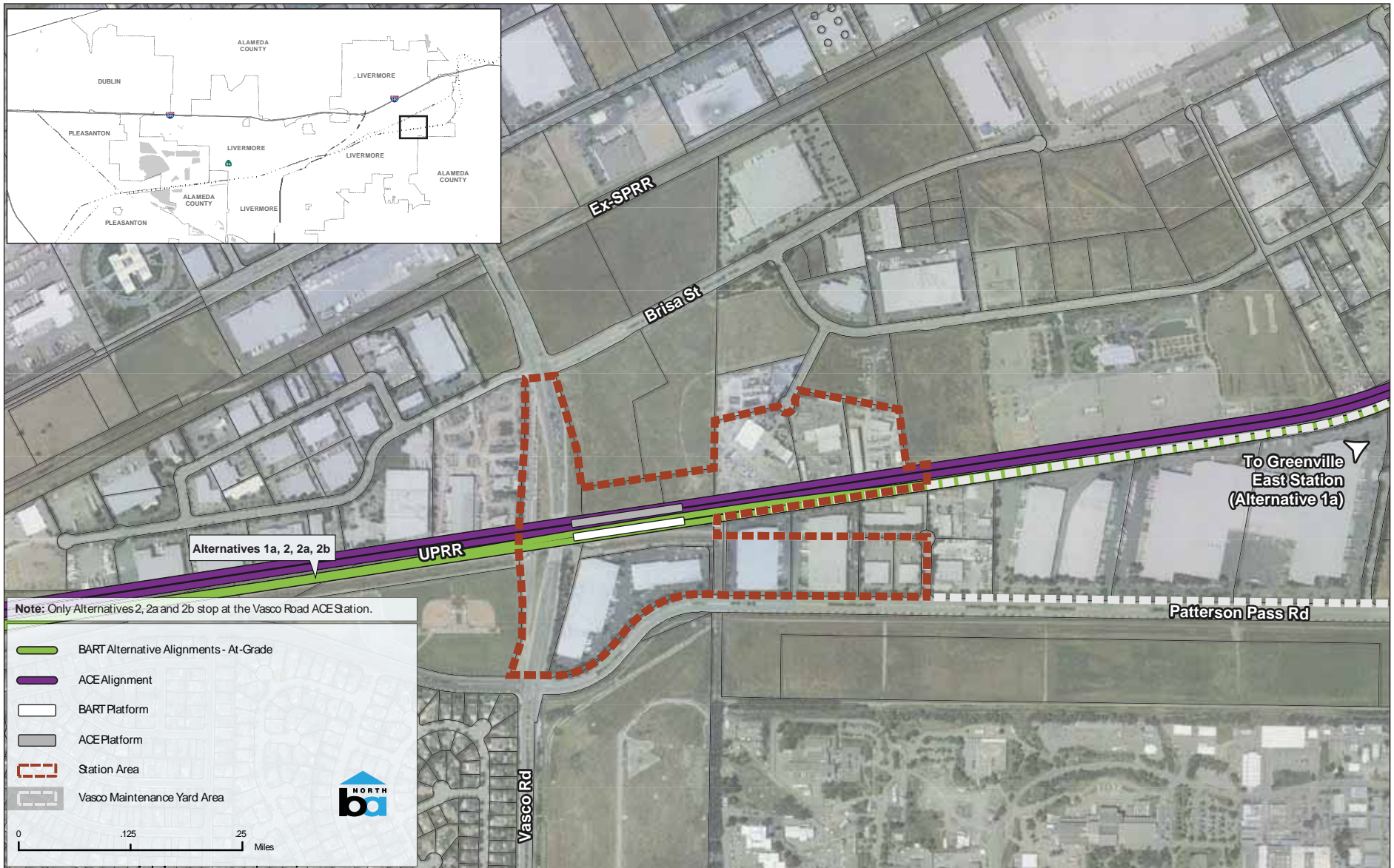
DOWNTOWN LIVERMORE STATION AREA
FIGURE 1-3

station facility would include a BART platform that would extend underneath and parallel to Junction Avenue from Ladd Avenue to just beyond Chestnut Street, with all platform access situated within the station area boundaries as previously identified. Similar to Alternative 3, the Downtown Livermore Station under Alternative 2b would be underground.

Access. The Downtown Livermore Station for this alternative is underground. It is anticipated that passengers will need to change levels from grade via elevator, stairways or escalator in order to access the BART platform. Similar to Alternatives 1a, 1b, 2a, and 3, the Downtown Livermore Station under this alternative would allow vehicular access on both the north and south side of the UPRR/ACE and proposed BART tracks. Passenger pick-up/drop-off facilities, sidewalks, and bicycle lanes would be provided. The Downtown Livermore Station would remain a regional transit hub that provides connections between ACE and LAVTA. The station would include connections between the below-grade BART platforms and the at-grade ACE platforms as well as to bus transfer area located south of the existing ACE platform.

Parking. The station would contain 2,500 commuter parking spaces distributed between a combination of surface lots, an existing 375-space parking garage, and additional multi-level parking structures. New parking structures would include between four and six levels of parking, with a maximum structure height of approximately 45 feet above surrounding ground elevations and would be on both the north and south sides of the station site. Bicycle racks and storage lockers would also be provided. The ridership forecasts, which assumed that there would be no limit on station parking, identified a year 2035 parking demand for about 3,800 spaces for this alternative. In order to be consistent with the objectives of the City of Livermore's Downtown Specific Plan and to limit the amount of traffic added in the downtown area due to BART, the amount of parking to be provided was purposely limited to 2,500 spaces. It was assumed that any overspill demand would be accommodated by providing additional parking at the Vasco Road Station and encouraging the use of alternative travel modes (transit, carpooling, kiss-and-ride, biking, and walking). The City of Livermore plans to provide and manage some or all of the proposed BART parking, and there is the potential for this City parking to be shared by other downtown uses. For example, on evenings and weekends, the City parking areas used by BART patrons would be largely available for other downtown activities.

Vasco Road Station. The Vasco Road Station would be situated on an approximately 60-acre site bounded to the north by the Brisa Neighborhood Plan area and the south by Patterson Pass Road. On the west, the station would border an existing park and an industrial parcel. The eastern station boundary is defined by industrial parcels. The station would be bisected by the east-west running UPRR/ACE tracks, and the station area would encompass the existing Vasco Road ACE Station. Figure 1-4 shows the station area.



Source: WSA, 2009.

VASCO ROAD STATION AREA
FIGURE 1-4

The Vasco Road Station site would allow vehicular access on both the north and south sides of the UPRR/ACE and proposed BART tracks. On the west side of Vasco Road north of the UPRR tracks, an existing driveway would extend from Vasco Road and south into the existing Vasco Road Station bus and parking area. East of Vasco Road on the north side of the station site, access would be provided from Brisa Street by a connection through the Brisa Neighborhood Plan area. The south side of the station, east of Vasco Road and north of Patterson Pass Road, would be accessed from Patterson Pass Road. Passenger pick-up and drop-off facilities would be located adjacent to the train platforms on both the north and south sides of the tracks.

Sidewalks would be located along access roads and would facilitate pedestrian access. Bicycle lanes along access roads would allow cyclist access to the station. A walk/bicycle connection would be provided to connect station platforms with the intersection of Vasco and Patterson Pass Roads. Pedestrians could then use the existing path along the east side of Vasco Road to access the Lawrence Livermore National Laboratory via the Westgate Drive entrance.

The Vasco Road Station would contain approximately 4,000 new commuter parking spaces distributed between a combination of surface lots and a parking garage. A parking garage would be located east of Vasco Road, and would include between four and six levels of parking, with a maximum structure height of approximately 45 feet above surrounding ground elevations. Bicycle racks and storage lockers would also be provided.

Project Ridership

The forecast year 2035 ridership for Alternative 2b is 31,900 daily new BART riders compared to the No Build Alternative. This ridership would make it the top performing alternative in terms of patronage, exceeding the 31,700 daily new BART riders forecast for Alternative 1 by a small margin.

Operational Characteristics

Travel Time. The proposed total length of Alternative 2b to the Vasco Road Station would add approximately 11 minutes to the travel time of the existing Dublin-Pleasanton BART Line. Therefore, the total trip time from Embarcadero Station to a Vasco Road terminus station in Livermore would not exceed approximately 53 minutes. A travel time of 53 minutes is nearly identical to the travel time for trips made today on BART from Embarcadero to Pittsburg/Bay Point Station.

Interface with Existing Transit Service. Both the proposed Downtown Livermore and Vasco Road Stations could provide intermodal connections between BART and ACE, with passengers being required to change platforms to transfer trains at either location. LAVTA service would likely remain unchanged at the Downtown Livermore Station, where transfers between multiple LAVTA routes are already possible. Additional LAVTA routes would likely be rerouted to serve the Vasco Road Station. Regional bus service from the east would likely be routed to the Vasco Road Station given its proximity to the Lawrence Livermore National Laboratory; however, this bus service could also serve the

Downtown Livermore Station. Contra Costa County Connection bus service routed via I-680 would terminate at the West Dublin/Pleasanton Station.

Maintenance/Storage Facilities

A new BART yard, Vasco Yard, would be constructed on an approximately 52-acre site east of the Vasco Road Station (see Figure 1-5). The yard would abut the southerly edge of existing UPRR right-of-way. Tailtracks would run parallel to the south side of the UPRR right-of-way on retained fill and proceed east from the Vasco Road Station to the first of two yard lead tracks providing access to the proposed yard site from the west. A second yard lead would be situated immediately west of Greenville Road and would be used to access the yard site from its eastern side.

Estimated Cost

The estimated capital cost for Alternative 2b, inclusive of the guideway, two stations, maintenance yard, I-580 modifications, systems (train control, power substations, communications, etc.), vehicles, contingencies, and soft costs (design, insurance, construction management, etc.) would be \$3.83 billion (in 2009 dollars).

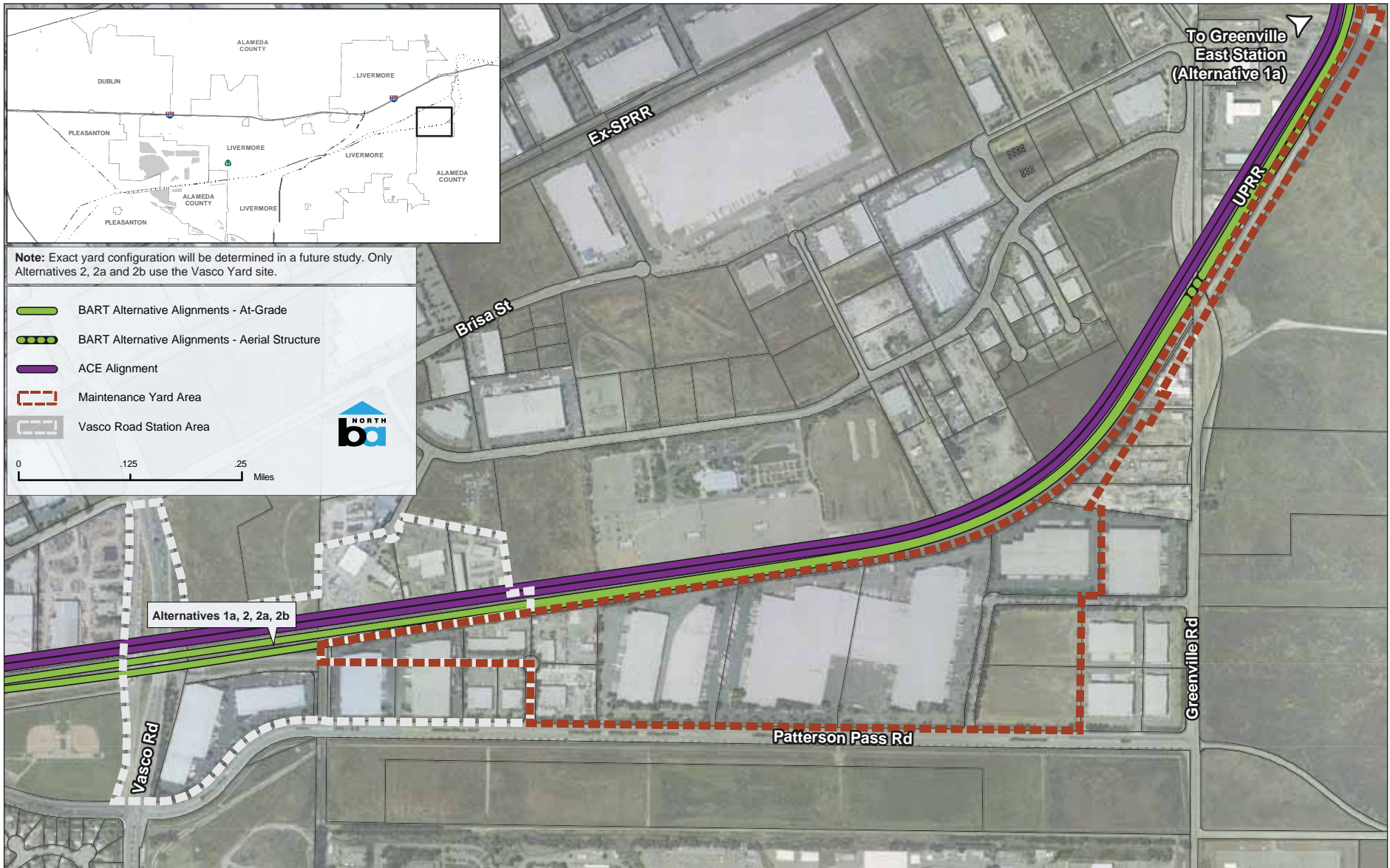
Comparison to Other BART Extension Alternatives

Figure 1-6 compares each of the BART to Livermore Extension alternatives, including Alternative 2b, for some key features.

Environmental Impacts of Alternative 2b

All of the impacts associated with components of Alternative 2b were addressed in the Draft Program EIR under Alternatives 2a and 3. Alternative 2b would not create any new impacts or more severe impacts than those already analyzed, and, therefore, no new mitigation measures are required. However, for the convenience of the reader, the following discussion incorporates the relevant impact analyses from those alternatives to present a comprehensive assessment of Alternative 2b — Portola-Vasco. Table 1-1 provides a summary of the key environmental considerations for all alternatives.


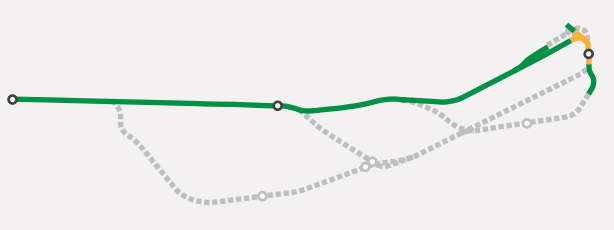
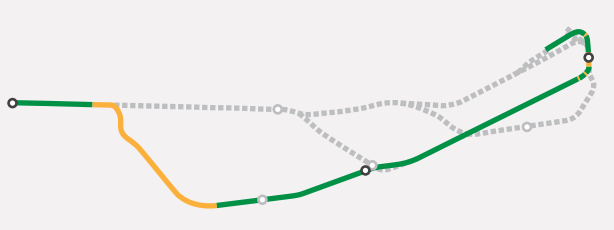
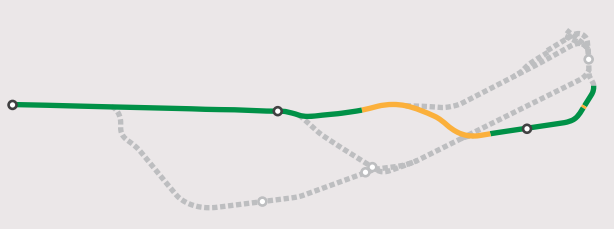
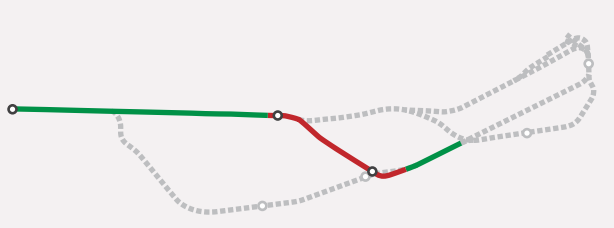
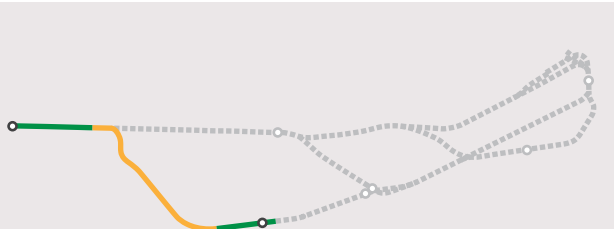
Transportation. In general, the transportation characteristics of the “hybrid” Alternative 2b would be very similar to those of Alternative 2a — Downtown-Vasco. This similarity occurs because both alternatives have the same two stations, Downtown Livermore and Vasco Road. The stations are the source of the ridership and much of the traffic-related activity associated with the BART extensions, and as a result, the impacts of Alternatives 2a and 2b would be almost the same. The primary difference in the two alternatives is that by proceeding on the Portola alignment rather than the El Charro Road alignment, Alternative 2b has a shorter, more direct total route than Alternative 2a. Alternative 2b is about 0.8 minutes faster overall than Alternative 2a between the Vasco Road and East Dublin Pleasanton Stations.



Source: WSA, 2009.

VASCO MAINTENANCE YARD AREA
FIGURE 1-5

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Alternative	Alignment Schematic and Guideway Structure Type 	Stations	Storage/Maintenance Facility	Total BART System Riders ^a	New BART Riders ^b	Travel Time ^c (Minutes)	Total Length (Miles)
1. Greenville East		Isabel/I-580 Greenville East	Greenville Yard	690,100	31,700	10.9	11.5
1a. Downtown-Greenville East via UPRR		Downtown Livermore Greenville East	Greenville Yard	689,300	30,900	13.8	13.1
1b. Downtown-Greenville East via SPRR		Downtown Livermore Greenville East	Greenville Yard	689,300	30,900	13.5	13.2
2. Las Positas		Isabel/I-580 Vasco Road	Vasco Yard	688,200	29,800	9.7	10.0
2a. Downtown-Vasco		Downtown Livermore Vasco Road	Vasco Yard	690,000	31,600	11.8	12.0
2b. Portola-Vasco		Downtown Livermore Vasco Road	Vasco Yard	690,000	31,900	11.0	11.3
3. Portola		Isabel/I-580 Downtown Livermore	Portola/Railroad Yard	688,300	29,900	7.7	7.2
3a. Railroad		Isabel/Stanley Downtown Livermore	Portola/Railroad Yard	688,100	29,700	8.4	7.9
4. Isabel/I-580		Isabel/I-580	No yard; tail tracks only	678,300	19,900	4.7	5.2
5. Quarry		Isabel/Stanley	No yard; tail tracks only	679,200	20,800	5.6	5.5

NOTES

a. Total BART system ridership under the No Build Alternative is anticipated to be 658,400 daily weekday riders. b. Denotes total daily riders beginning or ending at West Dublin/Pleasanton Station, Dublin/Pleasanton Station, and the proposed station(s) for each alternative in the Year 2035. New BART riders are defined as persons who currently travel through the Tri-Valley area using another mode of transportation, but would shift to BART service were it to become available. c. Denotes travel time from the East Dublin/Pleasanton Station to the alternative's terminus station and includes any stops at intermediate stations.

Source: WSA, 2010.

BART TO LIVERMORE EXTENSION ALTERNATIVES SUMMARY

FIGURE 1-6

Table 1-1
Comparative Summary of Key Environmental Considerations

Issue	Alternative 1 Greenville East	Alternative 1a Downtown- Greenville East via UPRR	Alternative 1b Downtown- Greenville East via SPRR	Alternative 2 Las Positas	Alternative 2a Downtown-Vasco	Alternative 2b Portola-Vasco	Alternative 3 Portola	Alternative 3a Railroad	Alternative 4 Isabel/I-580	Alternative 5 Quarry
Transportation										
Increase in BART System Ridership (daily riders)	31,700	30,900	30,900	29,800	31,600	31,900	29,900	29,700	19,900	20,800
Reduction in Vehicle Miles Traveled (per day)	687,877	742,836	742,836	742,494	860,211	868,370	704,246	633,485	404,159	620,992
Changes to I-580 Congestion (# of affected segments)										
- Worsen	1	1	1	2	1	1	4	2	4	4
- Improve	7	7	7	6	7	7	5	6	5	5
Changes to Arterial Segments (# of affected segments)										
- Worsen	1	2	2	1	3	3	2	3	1	1
- Improve	2	2	2	2	1	1	2	2	2	2
Changes to Local Intersections (# of affected intersections)										
- Worsen	4	4	4	6	5	5	4	5	4	5
- Improve	8	8	8	7	8	8	8	7	8	7
Potential Station Connection with ACE	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Land Use										
Land Use Conflicts (at station areas and yards)	Isabel/I-580: Airport Protection Area, proximity to freeway (noise and air quality concerns), partially outside Urban Growth Boundary Greenville East: agricultural lands,	Downtown Livermore: schools, churches, historic properties Greenville East: agricultural lands, partially outside Urban Growth Boundary Greenville Yard:	Downtown Livermore: schools, churches, historic properties Greenville East: agricultural lands, partially outside Urban Growth Boundary Greenville Yard:	Isabel/I-580: Airport Protection Area, proximity to freeway (noise and air quality concerns), partially outside Urban Growth Boundary Vasco Road: none	Downtown Livermore: schools, churches, historic properties Vasco Road: none Vasco Yard: none	Downtown Livermore: schools, churches, historic properties Vasco Road: none Vasco Yard: none	Isabel/I-580: Airport Protection Area, proximity to freeway (noise and air quality concerns), partially outside Urban Growth Boundary Downtown Livermore:	Isabel/Stanley: Airport Protection Area, mining operations, partially outside Urban Growth Boundary Downtown Livermore: schools, churches,	Isabel/I-580: Airport Protection Area, proximity to freeway (noise and air quality concerns), partially outside Urban Growth Boundary	Isabel/Stanley: Airport Protection Area, mining operations, partially outside Urban Growth Boundary

Table 1-1
Comparative Summary of Key Environmental Considerations

Issue	Alternative 1 Greenville East	Alternative 1a Downtown- Greenville East via UPRR	Alternative 1b Downtown- Greenville East via SPRR	Alternative 2 Las Positas	Alternative 2a Downtown-Vasco	Alternative 2b Portola-Vasco	Alternative 3 Portola	Alternative 3a Railroad	Alternative 4 Isabel/I-580	Alternative 5 Quarry
	partially outside Urban Growth Boundary Greenville Yard: agricultural lands	agricultural lands	agricultural lands	Vasco Yard: none			schools, churches, historic properties Portola/Railroad Yard: proximity to historic residential district	historic properties Portola/Railroad Yard: proximity to historic residential district		
Loss of Agricultural Lands										
- Direct Impact (acres within footprint of station facilities and alignment)	55	25	25	55	25	0	0	25	0	25
- Indirect Impact (acres within one- half mile radius of station)	270	250	250	20	0	0	20	0	20	0
Population and Housing										
Land Acquisition										
- Acres	126.7	161.6	157.5	185.4	210.2	153.2	120.8	177.4	28.2	82.2
- Parcels affected	128	185	179	143	206	216	189	179	64	63
- Residential units	29	79	81	10	81	86	84	83	7	8
Visual Quality/Aesthetics										
Visual Incompatibility (level of impact; description of incompatibility)	Moderate-to-high; aerial structure at foot of Altamont Pass.	Moderate; aerial structure at foot of Altamont Pass; possible sound walls	Moderate; aerial structure at foot of Altamont Pass; possible sound walls	Moderate; aerial structure incompatible with existing setting; possible sound walls	Moderate; aerial structures incompatible with existing setting; possible sound walls	Low; visually compatible	Low; visually compatible	Moderate; aerial structure at approach to Downtown Livermore; possible sound walls	Low; visually compatible	Low; aerial structure along El Charro Road
Obstruction of Scenic Views (level of impact; source of obstruction)	Low; minimal and/or intermittent blockage at the Isabel/I-580 Station and the Greenville East Station.	Low; intermittent view blockage along El Charro Road	Low; intermittent view blockage along El Charro Road	Low; intermittent view blockage along Las Positas Road	Low; intermittent view blockage along El Charro Road	Low; no obstructions	Low; no obstructions	Low; intermittent view blockage along El Charro Road	Low; aerial intermittent and/or minimal blockage at Isabel/I-580 Station.	Low; intermittent view blockage along El Charro Road

Table 1-1
Comparative Summary of Key Environmental Considerations

Issue	Alternative 1 Greenville East	Alternative 1a Downtown- Greenville East via UPRR	Alternative 1b Downtown- Greenville East via SPRR	Alternative 2 Las Positas	Alternative 2a Downtown-Vasco	Alternative 2b Portola-Vasco	Alternative 3 Portola	Alternative 3a Railroad	Alternative 4 Isabel/I-580	Alternative 5 Quarry
Cultural Resources										
Historic Resource Disturbance	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	No	Possible
Archaeological Disturbance	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible
Geology, Soils, and Seismology										
Within Fault Zone or High Landslide Hazard Area	Yes	Yes	Yes	No	No	No	No	No	No	No
Potential Loss of Significant Mineral Resource Area	No	No	No	No	No	No	No	Yes	No	Yes
Hydrology and Water Quality										
Potential Disturbance to Water Resources										
- Streams (linear feet)	11,393	12,001	12,004	9,150	10,017	8358	7,173	8,832	7,173	8,636
- Lakes/ponds (acres)	0	0	0	0	0	0	0	2.17	0	2.17
- Number of creek and stream crossings	9	12	13	8	11	6	5	10	5	8
100-year Floodplain Encroachment (acres)	44.9	61.9	61.3	30.0	47.5	31.6	25.3	52.0	25.3	51.1
Disturbance of Highly Erodible Soils (acres)	54.4	54.3	57.2	5.5	5.8	57.6	41.0	40.6	0	0
Increased Stormwater Runoff (new acres of impervious area)	309.5	211.3	211.3	253.9	177.1	201.0	178.9	155.0	95.5	71.6
Potential Impact to Groundwater (acres)										
- Direct	328.0	312.4	308.3	302.0	292.6	304.3	214.4	202.7	132.2	128.3
- Indirect	516.8	546.7	536.4	473.5	507.4	523.6	382.6	366.4	238.2	236.5

Table 1-1
Comparative Summary of Key Environmental Considerations

Issue	Alternative 1 Greenville East	Alternative 1a Downtown- Greenville East via UPRR	Alternative 1b Downtown- Greenville East via SPRR	Alternative 2 Las Positas	Alternative 2a Downtown-Vasco	Alternative 2b Portola-Vasco	Alternative 3 Portola	Alternative 3a Railroad	Alternative 4 Isabel/I-580	Alternative 5 Quarry
Biological Resources										
Potential Disturbance to Wetlands/Waters of the U.S./State (acres)	24	20	15	19	18	11	5	12	5	11
Potential Disturbance/Removal of Special-status Plant Species Habitat (acres)	800	555	580	575	320	415	275	180	230	125
Potential Disturbance/Removal of Swainson's Hawk Foraging Habitat (acres)	276	276	276	0	3.7	3.7	0	0	0	0
Potential Disturbance to Special-status Amphibians/Reptiles Habitat (acres)										
- California Red Legged Frog	31	31	30	30	28	14	12	26	12	23
- California Tiger Salamander	12.5	5.5	1.5	1.5	5	5	0	0	0	0
- Western Pond Turtle	31	91	94	94	92	14	12	90	12	87
Potential Disturbance to Special-status Invertebrate Species Habitat (acres)	10 - 15	3 - 5	0.5 - 2	0.5 - 2	4 - 6	3.5 - 6	0.5 - 2	0.5 - 2	0.5 - 2	0.5 - 2
Noise and Vibration										
Potential for Noise Effects (linear feet)	0	28,000	24,500	6,500	28,000	12,000	0	16,000	0	1,000
Potential for Vibration Annoyance	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No
Air Quality										
Reduction in Regional Emissions (lbs/day)										
- NOx	267	287	287	290	339	342	273	243	149	247
- ROG	46	50	50	49	57	57	47	42	27	41

Table 1-1
Comparative Summary of Key Environmental Considerations

Issue	Alternative 1 Greenville East	Alternative 1a Downtown- Greenville East via UPRR	Alternative 1b Downtown- Greenville East via SPRR	Alternative 2 Las Positas	Alternative 2a Downtown-Vasco	Alternative 2b Portola-Vasco	Alternative 3 Portola	Alternative 3a Railroad	Alternative 4 Isabel/I-580	Alternative 5 Quarry
Potential Carbon Monoxide Hotspots (# of worsened intersections in peak hours)	4	4	4	6	5	4	4	5	4	4
Reduction in Greenhouse Gas Emissions (lbs/day)	429,694	459,473	463,658	493,946	591,522	597,138	483,098	412,010	261,429	468,866
Public Health and Safety										
Hazardous Materials Sites within 1/2-mile										
- Cortese List	32	57	57	30	57	43	33	47	18	19
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	0	3	2	1	3	1	0	2	0	0
- National Priority List (NPL)	0	2	2	2	2	2	1	1	0	0
Airport Compatibility										
- Facilities in Safety Zone	Isabel/I-580 Station	None	None	Isabel/I-580 Station	None	None	Isabel/I-580 Station	None	Isabel/I-580 Station	None
- Facilities in Height Referral Area	Isabel/I-580 Station	Downtown Livermore Station	Downtown Livermore Station	Isabel/I-580 Station	Downtown Livermore Station	Downtown Livermore Station	Isabel/I-580 Station; Downtown Livermore Station; Portola/Railroad Yard	Isabel/Stanley Station; Downtown Livermore Station; Portola/Railroad Yard	Isabel/I-580 Station	Downtown Livermore Station
Energy										
Reduction in Regional Energy Consumption (Billion BTUs/year)	628	668	678	754	919	928	756	624	402	770

Ridership. Because Alternative 2b is slightly shorter and faster than Alternative 2a, it would have higher ridership. The forecast year 2035 ridership for Alternative 2a is 31,600 daily new BART riders compared to the No Build Alternative. Based upon its improved travel time performance, Alternative 2b would generate approximately 31,900 daily new BART riders. This would make it the top performing alternative in terms of ridership, exceeding the 31,700 daily new BART riders forecast for Alternative 1 by a small margin.

Freeway Congestion. The freeway congestion impacts of Alternative 2b would be very similar to those of Alternative 2a. There would be beneficial impacts on the same seven freeway segments and adverse impacts on one segment. Pages 3.2-72 and 3.2-73 of the Draft Program EIR describe freeway congestion impacts resulting from Alternative 2a, which would also apply to Alternative 2b.

Local Roadway Congestion. Alternative 2b would have impacts on local arterials that would be similar to those of Alternative 2a. It would have beneficial impacts on the same one arterial segment and an adverse impact on three segments. Page 3.2-85 of the Draft Program EIR describes local roadway congestion impacts resulting from Alternative 2a, which also apply to Alternative 2b.

Intersections. Because of its similarities to Alternative 2a, Alternative 2b would have similar impacts at local street intersections. It would have beneficial impacts at the same eight locations and adverse impacts at five locations. Pages 3.2-124 and 3.2-125 of the Draft Program EIR identifies intersection congestion impacts resulting from Alternative 2a, which also apply to Alternative 2b.

Transit Connectivity. The transit connections provided by Alternative 2b would be identical to those provided by Alternative 2a. Connections to ACE would be provided at both the Downtown Livermore and Vasco Road stations, and no new ACE stations would be required. The Vasco Road Station would likely offer a good connection to a future high speed rail alignment over the Altamont Pass. Downtown Livermore is already a focal point for LAVTA bus services and would provide good connections to the BART station.

Land Use. The land use effects of Alternative 2b would be less than those identified for Alternatives 2a and 3 individually, as explained below. A summary of the land uses by station area is provided in Table 1-2; the stations that are shaded are included in Alternative 2b.

Compatibility with Existing Land Uses. Alternative 2b would remain in the median of I-580 from the Dublin/Pleasanton BART Station to where it would veer southeast under Portola Avenue, similar to Alternative 3. The principal difference in this stretch is that Alternative 2b would not include a BART station at Isabel/I-580. As a result, Alternative 2b would avoid the compatibility impacts identified for Alternative 3 associated with the Isabel/I-580 Station; namely, encroachment into the Livermore Airport Protection Area (APA), extension of station area beyond the Urban Growth Boundary (UGB), and future residential uses in the station area that would be adjacent to I-580 that would need to be evaluated in accordance with the California Air Resources Board's (CARB's) guidelines for potential

Table 1-2
Existing Land Uses within the BART to Livermore Station Areas

Land Use	Isabel/I-580 Station Area		Isabel/Stanley Station Area		Downtown Livermore Station Area		Vasco Road Station Area		Greenville East Station Area	
	Acres	Percentage	Acres	Percentage	Acres	Percentage	Acres	Percentage	Acres	Percentage
Agricultural	31	3%	0	0%	0	0%	0	0%	533	54%
Undeveloped	167	15%	175	17%	8	< 1%	97	9%	25	3%
Single-Family Residential	68	6%	205	19%	240	29%	100	10%	0	0%
Multifamily Residential	46	4%	10	< 1%	110	13%	0	0%	0	0%
Commercial	2	< 1%	0	0%	119	14%	47	5%	63	6%
Industrial	209	19%	0	0%	< 1	< 1%	328	32%	168	15%
Public/Institutional	161	15%	0	0%	87	10%	258	25%	0	0%
Park	5	1%	7	< 1%	5	< 1%	24	2%	0	0%
Open Space	213	19%	25	2%	7	< 1%	2	< 1%	19	2%
Utility	0	0%	0	0%	0	0%	35	3%	0	0%
Aggregate/Water Resource	0	0%	475	46%	0	0%	0	0%	0	0%
Transportation/Right-of-Way	191	17%	146	14%	265	32%	149	14%	185	19%
TOTAL	1,093	100%	1,043	100%	841	100%	1,040	100%	993	100%

Source: DC&E; County of Alameda, Office of the Assessor, 2009.

Note:

- a. Study area refers to area within one-half-mile of station sites.
- b. Shaded columns are proposed as part of Alternative 2b.

health impacts from exposure to vehicle emissions. In addition, this alignment, which would be at grade, would avoid potential impacts identified by the City of Pleasanton of an elevated guideway on the future development at Staples Ranch, a mixed use development area that would include a senior living community, an auto mall, regional retail uses, and a community park.

Along the underground portion under Portola Avenue, including the underground Downtown Livermore Station, the impacts of Alternative 2b would be identical to those described for Alternative 3. Because this segment would be below grade, there would be no compatibility impacts with existing uses, except during the construction period. As described in the Draft Program EIR, page 3.3-42, the Downtown Livermore Station is considered generally compatible with the downtown area, and would increase accessibility, bring customers to surrounding businesses, provide commute options for downtown employees, and build on an existing commuter transit line. In addition, both the downtown area and surrounding residential areas have high potential for infill-based redevelopment and transit oriented development, which would be consistent with a BART station in this area.

Alternative 3 includes a maintenance facility, the Portola/Railroad Yard, which would be adjacent to the Trevarno Road residential historic district. As a result, operation of Alternative 3 was described in the Draft Program EIR, page 3.3-47, as disturbing residences along Trevarno Road and adversely affecting the setting of the historic district that has been adopted by the City. These impacts would be avoided with Alternative 2b, because this maintenance facility would be eliminated, and, instead, BART would extend eastward at-grade in the UPRR right-of-way to a terminus station at Vasco Road and a maintenance yard east of Vasco Road, as proposed under Alternative 2a.

According to the Draft Program EIR, page 3.3-43, the Vasco Road Station would be generally compatible with surrounding light industrial, vacant, and park land uses. Not only would a BART station increase accessibility to the light industrial and commercial uses north of the existing ACE line, but it would provide an additional commute option for employees of the Lawrence Livermore National Laboratory, located just south of the station site. The Brisa Neighborhood Plan encompasses the vacant lands within and north of the station footprint. A BART station at this location would be compatible with the moderate to high density residential uses proposed by the plan. Although a public park is located just west of this station area, the majority of the park is composed of a ballfield and BMX track. While these are both recreational uses, neither use is particularly noise- or vibration-sensitive, nor is either commonly utilized by the very young or the elderly. A second public park in the station area would be approximately one-half mile away and there is intervening development that would buffer the park from adverse noise-related impacts and route traffic resulting from the proposed station away from the park. As such, incompatibilities with sensitive land uses are not likely to result from development of the Vasco Road Station.

The Vasco Yard, proposed as part of Alternative 2b, is identical to that described for Alternative 2a. This 52-acre maintenance yard would be surrounded by light industrial and utility-oriented land uses, as well as Lawrence Livermore National Laboratory directly to the south. These uses are generally compatible with the activities and impacts that would result from a BART maintenance yard. There are

no sensitive land uses proximate to the footprint of this facility, so that the yard is not expected to result in land use conflicts or incompatibilities.

In summary, Alternative 2b would have less-than-significant impacts on land use compatibility and, more important, would avoid land use impacts associated with Alternative 2a (from elevated alignment along El Charro Road and at-grade station in Downtown Livermore and from Portola/Railroad Yard) and with Alternative 3 (from potential station area development at Isabel/I-580 Station). See Draft Program EIR, pages 3.3-46 through 3.3-47, for a more complete assessment of the land use compatibility impacts of the two alternatives that form Alternative 2b.

Physical Division of an Existing Community. Similar to Alternative 3, Alternative 2b would operate within I-580, in subway along Portola Avenue (thus avoiding the potential for community division which could occur if the alignment were at or above grade) or within the existing UPRR right-of-way. As a result, it is not expected that Alternative 2b would result in physical division of a community between the existing Dublin/Pleasanton BART Station and Downtown Livermore.

Further east, potential impacts of Alternative 2b would be the same as described for Alternative 2a. The Vasco Road Station area would be located on light industrial and undeveloped land. The site is well defined by Patterson Pass Road on the south and Vasco Road on the west. The station site would require the acquisition of industrial parcels but would not physically divide or separate industrial uses that are functionally related as a community. The Vasco Yard would be located in an area dominated by light industry and without residential land uses. The site is well defined by railroad tracks to the north and Patterson Pass Road to the south. The footprint of the yard would require acquisition of industrial parcels but they are not functionally related to the adjacent uses sufficiently to be considered a "community." As a result, the Vasco Yard would not result in the physical division of an existing community.

In summary, Alternative 2b would have less-than-significant effects with respect to division of an existing community.

Premature Loss or Conversion of Agricultural Land. Alternative 2b would not encroach into areas identified as farmlands or prime agricultural soils. The elimination of the Isabel/I-580 Station, which was part of Alternative 3, would avoid 20 acres of Prime Farmland. As a result, Alternative 2b would have no impacts on agricultural lands.

Consistency with Local Land Use Policy. Alternative 2b would be consistent with local general plans. The alignment and stations would avoid potential impacts to the Stoneridge Drive Specific Plan/Staples Ranch development (since the alignment as it passes this area would be at grade in the median of I-580), support the Livermore General Plan and Downtown Livermore Specific Plan (since the proposed station locations would support transit oriented development in the Downtown and the Brisa Neighborhood areas), and would avoid potential conflicts with the City's UGB (since none of the proposed facilities, particularly the station areas, would encroach into areas slated to protect natural and open space resources).

Potential inconsistencies with local plans that may occur with Alternative 2b include potential impacts to proposed trails: the proposed Patterson Pass Road Trail would be bisected by the Vasco Road Station site and the proposed widening of I-580 may conflict with development of the proposed Cayetano Creek Trail. These impacts would be the same as those described for Alternative 2a.

Population and Housing. Population and housing effects of Alternative 2b include potential growth inducement and land acquisition/displacement.

Growth Inducement. The Draft Program EIR, pages 3.4-13 through 3.4-15, explains that none of the project alternatives would result in growth inducement beyond the future development anticipated by the Livermore General Plan. Table 1-2 highlights the existing land use pattern in the two stations proposed as part of Alternative 2b. Downtown Livermore has little available vacant land; however, the Livermore Downtown Specific Plan calls for substantial revitalization and reinvestment around the current Downtown ACE Station, near the proposed Downtown Livermore BART Station. The Vasco Road BART Station has a moderate amount of development potential. The Brisa Neighborhood Plan that encompasses the station area calls for intensification of residential densities to support the Vasco Road ACE Station. Of the five stations, the Downtown Livermore and Vasco Road stations, by far, have the greatest number of major employers within 0.5 miles of the station. Alternative 2b would avoid impacts from station area growth in areas that are targeted to remain non-urban. In particular, Alternative 2b would avoid effects on portions of the Isabel/Stanley, Isabel/I-580, and Greenville East Station areas that lie beyond the City and Alameda County's UGB.

It is recognized that in the future, the indirect growth caused by a BART to Livermore extension could cause indirect adverse growth-related impacts associated with construction and implementation of new development projects in the local project area (e.g., air and noise impacts from construction of new housing or other development, etc.). As noted in the Draft Program EIR, BART will work with the City in the formulation of Ridership Development Plans for the selected station locations that would consider appropriate intensities of development and access improvements to support BART ridership and local development policies.

Finally, the increased levels of employment and housing demand in the study area resulting from the BART extension alternatives would be less than one percent of projected growth over the next 25 years. Since Alternative 2b is comparable to other alternatives assessed in the Draft Program EIR, the indirect effects on employment and housing of Alternative 2b would be similar to the other alternatives and are considered less than significant.

Land Acquisition and Displacement. Alternative 2b would follow I-580, Portola Avenue, and the UPRR right-of-way. Some parcels along these roads and the rights-of-way would need to be acquired for this alternative (see Table 1-3), where the existing right-of-way is insufficient to accommodate the BART tracks and facilities. In addition, land acquisition would be necessary in the station areas and at the Vasco Yard. No new parcel acquisitions would be required for Alternative 2b, beyond those already identified in the Draft Program EIR, as described on pages 3.4-19 through 3.4-20. The potential land acquisition for Alternative 2b would be between the estimated land acquisition amounts for Alternative 2a and Alternative 3. Residential properties affected by Alternative 2b, conservatively

estimated at 99 units, are concentrated in areas proposed for the Downtown Livermore Station. The majority of land affected by this alternative contains existing industrial, warehouse, or storage uses. This includes large flex and industrial space along Patterson Pass Road that would need to be acquired for the proposed Vasco Road Station and Vasco Yard.

Table 1-3
Potential Land Acquisition for Alternative 2b

Existing Use ^a	Number of Parcels Impacted ^b	Area Acquired (Acres) ^c	Number of Residential Units Impacted ^d
Government/Institutional	45	24.8	-
Utilities	27	34.5	-
Industrial/Warehouse/Storage	21	93.4	-
Commercial/Retail/Office	31	8.2	-
Residential	49	17.2	99
Vacant	39	23.4	-
Mining/Quarries	0	0.0	-
Agricultural	0	0.0	-
Total	212	201.4	99

Sources: DataQuick Information Systems, 2009; PBS&J, 2009; BAE, 2009.

Notes:

- Classification by existing use is as recorded by the Alameda County Assessor.
- Includes full and partial acquisitions.
- This table does not include property currently owned by BART.
- The number of residential units potentially affected is conservatively estimated and includes all residential units on residential parcels regardless of whether the land acquisition might involve a partial or full take.

The identified land acquisition and displacement impacts under Alternative 2b would be significant impacts and would be mitigated with the same measure identified in the Draft Program EIR, i.e., Mitigation Measure PH-2.1, which requires BART to carry out an acquisition and relocation program in accordance with the California Relocation Assistance and Real Property Acquisition Guidelines. As with the other program alternatives, implementation of this measure would reduce acquisition impacts of Alternative 2b to a less-than-significant level.

Visual Quality. The visual effects are relatively modest compared to the other program alternatives, because portions of the Alternative 2b alignment are underground and other at-grade portions do not pass as many visually sensitive land uses.

Visual Compatibility. Alternative 2b between the Dublin/Pleasanton Station in the I-580 median and the Downtown Livermore Station would not conflict with existing visual character along this stretch. Operating at grade in the median of I-580, Alternative 2b would not adversely affect the existing visual setting of the adjacent transportation right-of-way, overpasses, overhead light fixtures, freeway directional signs, and vehicular movement. In the segment along Portola Avenue, the alignment would be underground and, thus, would not be viewed against the existing development and visual character, resulting in less-than-significant impacts. For the portion of Alternative 2b beneath Portola and

Junction Avenues, there would be a low impact to the existing visual setting. Although ventilation shafts would be located above ground, they would not visually conflict with the existing road, utility, and commercial visual setting.

Leaving Downtown Livermore, Alternative 2b approaches William J. Payne Sports Park at grade before arriving at Vasco Road Station, as described in the Draft Program EIR, page 2-33, for Alternative 2a. The at-grade alignment would appear as a prominent feature in the existing setting alongside the park; however, the structure would be situated along the existing UPRR right-of-way and would be located in a primarily industrial area where it would not be considered incompatible with the existing setting. The proposed Vasco Road Station and Vasco Yard under Alternative 2b would be identical to those described for Alternative 2a. The Vasco Road Station would expand an existing ACE station along the UPRR right-of-way. The BART/ACE intermodal station would include a parking structure east of Vasco Road up to 45 feet in height. As discussed in the Draft Program EIR for Alternative 2a, pages 3.5-32 through 3.5-33, the station would be within an area of primarily industrial structures and would remain compatible with the existing visual setting and would therefore constitute a low impact. The Vasco Yard would be immediately east of the Vasco Road Station and would also be sited in an industrial setting. The maintenance-related buildings and structures, such as the communication tower, would not contrast nor detract from the visual setting.

In summary, Alternative 2b would have less-than significant impacts on visual compatibility.

Obstruction of Important Views or Scenic Corridors. Alternative 2b consists of components of Alternative 3 (between the Dublin/Pleasanton Station and Downtown Livermore) and Alternative 2a (east of Downtown Livermore to a terminus station at Vasco Road and a maintenance facility). Important visual resources and scenic corridors in the project corridor include Mount Diablo, Brushy Peak, and the City designated scenic corridors along North Livermore Avenue, Isabel Avenue, Doolan Road, Fallon Road, Greenville Road, and Altamont Pass Road. As described in the Draft Program EIR, pages 3.5-37 through 3.5-39, the segments of Alternative 3 or 2a that comprise Alternative 2b would not adversely affect any of these important views or scenic corridors. As a result, Alternative 2b would have less-than-significant impacts on important views and scenic corridors.

Disturbance to Scenic Resources. As discussed in the Draft Program EIR, the portion of alignment alternatives within the median of I-580 would not disturb or remove scenic resources. The alignments would not change or remove existing visually noteworthy landscaping, structures, or features of development outside of the highway corridor since this stretch would be constructed within the I-580 median.

For Alternative 2b, where the alignment would be in subway along Portola Avenue and Junction Avenue, seven above-ground ventilation shafts could remove some of the landscaping that contributes to the visual character of this corridor, the same impact as identified for Alternative 3. However, this impact would be a construction-related effect and could be avoided through siting during the project-level design or mitigated through tree replacement and/or landscaping. Please refer to Mitigation Measures CI-VQ-1.1 and CI-VQ-1.2 on page 3.16-16 of the Draft Program EIR, which propose to visually screen construction yards and staging areas, and use vegetation to reduce impacts to land

disturbed by construction of alignments, respectively. Historic buildings, attractive streetscapes, and Portola Park and Doolan Park mark the alignment of Alternative 2b as it enters the downtown area. These scenic resources would not be adversely affected, because the alignment for Alternative 2b along this stretch would be identical to that described for Alternative 3; namely, in a subway and station-related elements at the surface would not be expected to result in removal of scenic resources that would substantially alter the visual character of this portion of the downtown area. Parking structures built at the proposed BART stations under Alternative 2b (Downtown Livermore Station and Vasco Road Station) would be constructed as part of an expansion of an existing ACE facility. There are no scenic resources in the vicinity of the Vasco Yard. Thus, the stations and the yard would not require significant changes to or removal of existing elements in the existing visual setting.

In summary, like the other BART extension alternatives evaluated in the Draft Program EIR, Alternative 2b would not significantly change or remove existing scenic elements in a way that would adversely alter the existing visual character or quality of the setting and, thus, would have a less-than-significant impact on scenic resources.

Light and Glare. As described in the Draft Program EIR, pages 3.5-43 through 3.5-44, all BART extension alternatives would introduce new sources of light or glare along the tracks, at the proposed stations, and at the yards that may affect day or nighttime views. Alternative 2b including the Downtown Livermore and Vasco Road stations, as well as the Vasco Yard, would involve facilities located off I-580 within a variety of visual settings. Lighting or glare at stations not located along I-580 could potentially have a moderate impact on day and nighttime views in the area, since these areas are proximate to and visible from residential and commercial areas. The same mitigation measure identified in the Draft Program EIR, pages 3.5-44 through 3.5-45, to reduce light and glare impacts for the other BART extension alternatives to less than significant would apply to Alternative 2b (i.e., Mitigation Measure VQ-4.1, which requires BART to design lighting fixtures to reduce spillover and to prevent forming significant point sources of light).

Cultural Resources. In general, any of the BART extension alternatives that traverse Portola Avenue or Downtown Livermore would have the potential to disturb historic resources and could encounter archaeological resources. Because Alternative 2b passes through each of these “resource rich” areas, potentially significant effects to cultural resources would be expected.

Historic Resources. Similar to Alternative 3, as explained on pages 3.6-20 through 3.6-21 of the Draft Program EIR, there is a low potential for the portion of Alternative 2b in the I-580 median to result in construction or operational impacts on historic-age buildings or structures, because no resources exist within the median or in proximity to median that could be damaged by construction or operational vibration.

Again identical to Alternative 3, this alternative would transition from the I-580 median to Portola and Junction Avenues where it would continue in subway. Portola Avenue is the old Lincoln Highway, the first transcontinental highway, and some of the oldest buildings in Livermore are located along this route. In addition, Alternative 2b would terminate at the existing ACE station in Downtown Livermore. A survey of the downtown area revealed many historic-age resources. As described in the

Draft Program EIR, pages 3.6-20 and 3.6-21, the 1988 City of Livermore Historical Resources Inventory, the 2004 Livermore Downtown Specific Plan and Historical Resources Inventory, and the reconnaissance-level surveys conducted for the BART to Livermore Extension Program identified numerous potentially significant resources in Downtown Livermore, including three circa 1925 residences along Chestnut Street (1853, 1867, and 1881 Chestnut), and two circa 1880 farmhouses (228 K Street and 2152 Oak Street) in immediate proximity to the proposed track infrastructure.

Because this alignment, similar to Alternative 3, would be underground along Portola Avenue and in the downtown area and station, it would not introduce new features that could compromise the resource setting in these areas. However, vibration impacts from construction could damage the potentially significant historical resources identified along the Portola alignment and in Downtown Livermore. Damage to potentially significant historical resources would constitute a potentially significant impact.

This alternative would continue east of Downtown Livermore via the UPRR right of way to a terminus station at Vasco Road, similar to Alternative 2a. Once outside of the historic downtown core, historic-age built resources appear to be relatively sparse. Of significance, this alternative would shift the maintenance facility further east away from the Trevarno Road Historic District. As a result, this alternative would avoid potentially significant impacts to this historic residential district.

In summary, due to the proximity of this alternative to the old Lincoln Highway and historic Downtown Livermore, this alternative is considered highly sensitive for historical resources. Potential impacts on historical resources could result from damage caused by construction vibration. This impact is therefore considered potentially significant. Mitigation Measure CR-1.1, of the Draft Program EIR, page 3.6-22 through 3.6-23, requires BART to conduct project-level historical resources investigation and to implement appropriate protective measures; however, because of the proximity of these resources in the historically rich Downtown Livermore, there still could be damage during construction due to construction vibration. Accordingly, Alternative 2b, like all other alternatives proposing a Downtown Livermore Station (including both Alternatives 2a and 3, which are discussed in more detail on pages 3.6-20 through 3.6-21 of the Draft Program EIR), would have a potentially significant and unavoidable impact on historic resources.

Archaeological Resources. Alternative 2b would cross Arroyo las Positas, which is highly sensitive for prehistoric archaeological resources; travel under Portola Avenue, which is highly sensitive for buried prehistoric and historic-era deposits; proceed through Downtown Livermore, which is highly sensitive for historic-period archaeological resources; and in the easternmost portions of the alternative be proximate to moderately sensitive for prehistoric and historic-period archaeological resources. Earth-disturbing activity during construction of any portion of this alternative could therefore encounter and damage subsurface archaeological resources. This impact is considered potentially significant.

As with other alternatives that have the potential to disturb archaeological resources, Mitigation Measures CR-2.1 and CR-2.2, on pages 3.6-27 through 3.6-28 of the Draft Program EIR, would reduce potential impacts to less than significant. Mitigation Measure CR-2.1 requires BART to conduct project-level archaeological resources investigation and to recommend measures consistent with Public Resources Code Section 21083.2(b) to avoid, where feasible, impacts on unique

archaeological resources, including preservation in place, planning construction to avoid archaeological sites, deeding archaeological sites into permanent conservation easements, or planning parks, green space, or other open space to incorporate archaeological sites. Mitigation Measure CR-2.2 requires BART to follow state procedures to address the accidental discovery or recognition of human remains.

Geology, Soils, and Seismicity. Compliance with existing building and safety regulations and codes found in the California Building Code, Caltrans documents, and the BART Facility Standards would be protective of public health and safety and combined would reduce risks from geotechnical, soil, and seismic hazards to less than significant.

Geotechnical Hazards. As described in the Draft Program EIR, page 3.7-36, compliance with the California Building Code, Caltrans structural and safety standards, and BART Facility Standards would reduce potential geotechnical hazards to levels consistent with professional engineering practices and public health and safety standards. Accordingly, impacts from seismic groundshaking, ground failure, and soil constraints would be less than significant. The alignment of Alternative 2b would avoid the Greenville fault and thus would avoid hazards related to ground rupture. Alternative 2b would thus be similar to Alternative 3 in terms of relatively minimal potential geologic, seismic, and soil hazards, as explained on pages 3.7-38 through 3.7-46 of the Draft Program EIR.

Mineral Resources. Alternative 2b, like Alternative 3 (page 3.7-47 of the Draft Program EIR), would avoid the mineral resources in the Chain of Lakes area. Thus, there would be no impacts on State-designated Mineral Resource Sectors.

Paleontological Resources. Most portions of the study area are highly sensitive for paleontological resources. Several isolated paleontological resources have been recorded adjacent to I-580, making this portion of Alternative 2b highly sensitive for paleontological resources. This impact is similar to all other alternatives, as discussed on pages 3.7-48 through 3.7-51.

Earth-disturbing activity that extends beyond the previously disturbed zone (three to four feet below the existing ground surface) during construction of any portion of the alignment alternatives in the undivided Quaternary deposits or the Livermore gravels could encounter and damage subsurface paleontological resources. Therefore, Alternative 2b, identical to all of the other BART extension alternatives, would have a potentially significant impact on paleontological resources. The same mitigation measure identified to reduce paleontological impacts for the BART extension alternatives would also apply to Alternative 2b and reduce impacts to less than significant. Specifically, Mitigation Measure GEO-6.1 of the Draft Program EIR, page 3.7-51 through 3.7-52, requires BART to retain a professional who meets the professional qualifications standards for principal paleontologist to conduct a project-level study and to recommend appropriate measures that will be implemented at the project level.

Hydrology and Water Quality. Alternative 2b would be similar to Alternatives 2a and 3 and would not result in water resources effects beyond those already described in the Draft Program EIR, as explained below. In fact, in terms of potential effects to waterways in the study area and exposure to flood hazards, Alternative 2b would be among the alternatives with the least impacts.

Affected Waterways. Alternative 2b would cross six surface waterways, among the fewest of the various BART extension alternatives. In the segment of Alternative 2b in the median of I-580, the alignment would cross, from west to east, Tassajara Creek, an unnamed tributary, Cottonwood Creek, Collier Canyon Creek, and Arroyo las Positas. Further east, between the Downtown Livermore and the Vasco Road Station, the alignment would cross the Arroyo Seco. Alternative 2b would have a direct impact on approximately 4,400 feet of waterway, substantially less than any of the other alternatives analyzed. Alternative 2b would have an indirect impact to approximately 10,100 feet of waterway, among the least of any of the various BART extension alternatives.

Flood Hazards. As described for all of the other BART extension alternatives on pages 3.8-37 through 3.8-42 of the Draft Program EIR, Alternative 2b could alter drainage patterns, require overcrossings of several tributaries, create cut and fill areas for implementation of subgrade structures, increase the amount of impervious surfaces, and be implemented on or near highly erodible soils. These factors could result in flooding within the study area, a potentially significant impact. Similar to the other BART extension alternatives, Alternative 2b could also reduce flood storage capacity in creeks and drainages, restrict drainage feature flow conveyance, and increase impervious area, compared to existing conditions, all resulting in a substantial effect on off-site flooding.

The same mitigation measures recommended for Alternative 3 would apply to Alternative 2b and reduce impacts to less than significant. Under Mitigation Measure HY-1.1, as presented on pages 3.8-42 through 3.8-43 of the Draft Program EIR, BART shall prepare a Hydraulic and Hydrology Study for the entire project to determine runoff rates and durations for the existing and proposed drainage system discharging into any local drainage system or natural drainage feature. BART shall coordinate with local stormwater/flood control agencies and incorporate suggestions into the project design, as appropriate. In accordance with Mitigation Measure HY-1.2, page 3.8-43 of the Draft Program EIR, BART shall include in the Hydraulic and Hydrology Study required by Mitigation Measure HY-1.1 an assessment of the groundwater dewatering discharge effects on the downstream receiving storm drain system and receiving waters.

Similar to the other BART extension alternatives, the proposed stations and maintenance yard for Alternative 2b are not located within a Federal Emergency Management Agency-defined Special Flood Hazard Area. Nevertheless, there are portions of the alignment that traverse the hazard areas (Zones AE and AH), and, thus, there is a potentially significant impact from flood risks. Direct encroachment by Alternative 2b would be less than any of the other alternatives analyzed, with 14.2 acres located within the AH or AE Special Flood Hazard Areas. For these areas, as with the other BART extension alternatives, Mitigation Measure HY-4.1, on page 3.8-50 of the Draft Program EIR, would reduce impacts to less than significant. This measure, which would apply to all of the BART extension alternatives, requires design of BART facilities to reduce the footprint in flood hazard areas or to consider other options such as elevating the track segments and other structures and utilities in the floodplains above the flood elevation. Potential for flooding of Alternative 2b, like the other BART extension alternatives, from failure of either the Del Valle or Patterson Dams is remote and impacts are less than significant.

Erosion and Siltation. The effects of Alternative 2b on erosion and siltation would be similar to the other BART extension alternatives, as discussed on pages 3.8-42 through 3.8-44 of the Draft Program EIR. However, the magnitude of the effect would be less than most of the other alternatives because the station and maintenance yard sites with Alternative 2b would involve less permeable, undisturbed surfaces than the other alternatives. Alternative 2b would have direct (5.8 acres) and indirect (14.8 acres) impacts to erodible soils, the same as Alternative 2a, and significantly less than Alternative 3 (41.0 acres direct impact and 49.1 acres indirect impact), as shown in Tables 3.8-6 and 3.8-7 on pages 3.8-35 and 3.8-36 of the Draft Program EIR, respectively.

Compliance with the Construction General Permit, (NPDES Construction General Permit, Order No. 2009-0009-DWQ, effective July 1, 2010) the Municipal NPDES Permit, and the associated Alameda Countywide Clean Water Program require implementation of permanent erosion and sediment controls. Where new impervious surface area would be created and drainage is to a susceptible creek or channel, the Hydromodification Management (HM) Standard, which requires on-site, regional, or in-stream flow controls, would ensure that stormwater runoff from the alternative footprint to the susceptible creeks do not cause or contribute to downstream bed or bank erosion. As a result, and as described on page 3.8-45 of the Draft Program EIR, the erosion and siltation effects of Alternative 2b would be less than significant, the same as for the other BART extension alternatives.

Groundwater Effects. The effects of Alternative 2b on groundwater recharge and quality would be greater than Alternative 3, with Alternative 2b impacting 270.7 acres directly and 475.5 acres indirectly (Alternative 3 would impact 214.4 acres directly and 382.6 acres indirectly, as shown in Tables 3.8-6 and 3.8-7 on pages 3.8-35 and 3.8-36 of the Draft Program EIR, respectively). However, Alternative 2b would have less of an impact than Alternative 2a, which would impact 292.6 acres directly and 507.4 acres indirectly.

Under Alternative 2b, permanent groundwater dewatering would likely be necessary for the below-grade portion from I-580 to the Downtown Livermore Station, the same as for Alternative 3. Implementation of Mitigation Measure HY-1.2, described above and as presented on page 3.8-43 of the Draft Program EIR, would limit permanent groundwater dewatering and would reduce potentially significant groundwater impacts of Alternative 2b to less-than-significant levels. For the other segments of this alternative, which would be at grade, existing regulations and BART Facility Standards would ensure that groundwater recharge and groundwater quality impacts remains less than significant.

Biological Resources. The alignment for Alternative 2b largely occurs within developed areas, so that potential impacts to biological resources would be among the least of the BART extension alternatives.

Wetlands, Waters of the U.S., and Waters of the State. Alternative 2b follows the median of I-580, travels under Portola Avenue, and follows the UPRR alignment to its eastern terminus at Vasco Road. As such, there are relatively few potential disturbances to wetlands, waters of the U.S., or waters of the State. As mentioned under Hydrology and Water Quality, Alternative 2b would cross six waterways, all of which have been historically channelized, have concrete beds and banks, and have been altered to some extent beneath I-580 for storm drainage management or for agricultural purposes.

Within the study area, approximately 500 feet to each side of the alignment, there are drainages that could be federally jurisdictional wetlands along both I-580 and the UPRR that could be disturbed during construction. The footprint area of the proposed Vasco Road Station includes a portion of an unnamed tributary to Arroyo Seco.

Alternative 2b would have a direct impact on approximately 1.9 acres of wetlands, and indirectly impact 4.7 acres of wetlands. This is substantially less than the impacts of the other BART extension alternatives, which range from approximately 7 to 12 acres of direct impacts to wetlands, and 9 to 20 acres of indirect impacts to wetlands. The impacts to wetlands are discussed in more detail on pages 3.9-44 through 3.9-51 of the Draft Program EIR.

Mitigation Measures BIO-1.1, BIO-1.2, and BIO-1.3 on pages 3.9-51 through 3.9-52 of the Draft Program EIR (i.e., conduct wetland delineations, obtain Section 404 permits, and prepare and implement a wetland mitigation plan, respectively) would reduce potentially significant impacts on wetlands, waters of the U.S., and waters of the State for all BART extension alternatives. These mitigation measures would also apply to Alternative 2b and reduce these impacts to less than significant.

Special-Status Plant Species. Approximately 141 acres of potentially suitable habitat for sensitive plant species are present in a 1,000-foot-wide zone, centered on the alignment for Alternative 2b. This habitat includes approximately 126 acres of ruderal and 15 acres of disturbed annual grassland communities, which could provide suitable habitat for eight special-status plant species. As discussed on page 3.9-54 of the Draft Program EIR, Alternative 2a and Alternative 3 could also provide suitable habitat for eight special-status plant species; however, Alternative 2b would affect substantially less habitat than Alternative 2a (320 acres) and Alternative 3 (275 acres). Alternative 2b would eliminate the Isabel/I-580 Station footprint, which could also provide suitable habitat for these species.

The loss of habitat for special-status plant species and the loss of the individual species due to development of this alternative would result in a potentially significant impact. As with all of the other BART extension alternatives, the potentially significant effects to special-status plant species could be reduced to less than significant for Alternative 2b through implementation of Mitigation Measures BIO-2.1, BIO-2.2, and BIO-2.3, as presented on page 3.9-55 through 3.9-56 of the Draft Program EIR. These measures call for BART to conduct appropriate floristic surveys, comply with the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service requirements and permit conditions, and develop and implement a mitigation plan.

Swainson's Hawk Foraging Habitat. Swainson's hawk foraging habitat is extant in the eastern portion of the study area (see Figure 3.9-4, page 3.9-28 of the Draft Program EIR). While Alternative 3 would terminate at the Portola/Railroad Yard, more than 10 miles from the nearest Swainson's hawk nest, Alternative 2b, like Alternative 2a, continues east, to the Vasco Yard. Alternative 2b would have impacts to 3.7 acres of Swainson's hawk foraging habitat, the same as Alternative 2a. This potentially significant impact could be reduced to a less-than-significant level through implementation of Mitigation Measure BIO-3.1, page 3.9-57 of the Draft Program EIR. This measure requires BART to

consult with the CDFG and mitigate for loss of Swainson's hawk foraging habitat through purchase of mitigation credits or conservation easements, or paying a fee.

Special-Status Amphibian and Reptiles. Like Alternative 3, as discussed on page 3.9-60 of the Draft Program EIR, Alternative 2b would impact a relatively small amount of potential California red-legged frog and western pond turtle habitat. Habitat is located within a 1,000-foot-wide project corridor centered on the alignment, located along watercourses this alignment would cross. Alternative 2b would not encroach into areas designated as critical habitat for the California red-legged frog or California tiger salamander. Like Alternative 2a, Alternative 2b has the potential to impact a relatively small amount of potential California tiger salamander aquatic habitat (approximately 5 acres), located primarily along the tailtracks northeast of the Vasco Yard within a 1,000-foot buffer centered on the alignment. Additionally, this alternative would run adjacent to an unnamed tributary to Arroyo Seco, near the Vasco Road Station, where California red-legged frog have been recorded even though the tributary is a concrete-lined canal.

The mitigation measures identified for the other BART extension alternatives would apply to Alternative 2b and reduce potential impacts to sensitive reptile and amphibian species to less than significant. In particular, Mitigation Measures BIO-4.1 and BIO-4.2, pages 3.9-61 through 3.9-63 of the Draft Program EIR, requires BART to consult with the U.S. Fish and Wildlife Service, conduct surveys, implement avoidance measures during construction, and preserve upland habitat to mitigate effects to the California tiger salamander and California red-legged frog; and Mitigation Measure BIO-4.3, page 3.9-63 of the Draft Program EIR, requires BART to consult with the CDFG, conduct surveys and relocate western pond turtles.

Special-Status Vernal Pool Invertebrates and Critical Habitat. As described above for special-status reptiles and amphibians, the impacts of Alternative 2b on vernal pool species and critical habitat stem partly from components of Alternative 2a and partly from components of Alternative 3. Similar to Alternative 2a, as discussed on page 3.9-65 of the Draft Program EIR, Alternative 2b would impact a moderate amount of potential vernal pool invertebrate habitat; between 4 and 6 acres of potential habitat is located in a 1,000-foot-wide project corridor centered on the alternative. Alternative 3, as described on page 3.9-65 of the Draft Program EIR, would affect between 0.5 and 2 acres of potential habitat at the Isabel/I-580 Station. Since this station would be eliminated under Alternative 2b, these potential effects would not occur. Alternative 2b would also not affect vernal pool fairy shrimp critical habitat, which is approximately 1.3 miles to the north of the Vasco Yard.

Potential vernal pool habitat is primarily located along the tailtracks northeast of the Vasco Yard and in the vicinity of the Greenville Yard. As explained under Impact BIO-5, page 3.9-64 of the Program Draft EIR, vernal pool invertebrate habitat has been identified as wetlands and not as vernal pool habitat. Because wetland delineations have not been conducted for any of the alternatives at this point, the Draft Program EIR cannot identify any of the features to a specific wetland type (i.e. vernal pool). Additionally, as described in Impact BIO-5, the Greenville Yard is within vernal pool fairy shrimp critical habitat and implementation of that alternative would have the potential of removing approximately 113 acres from the critical habitat unit. Furthermore, the Greenville Yard area has been included in the recent critical habitat designation for the California red-legged frog. Implementation of

any of the alternatives that include the Greenville Yard (Alternatives 1, 1a, and 1b) would not only remove potentially suitable vernal pool invertebrate habitat, but would also result in adverse modification of critical habitat for the vernal pool fairy shrimp and the California red-legged frog. Wetlands that have the potential to be present within the length of Alternative 2b would be located outside of the designated fairy shrimp critical habitat and California red-legged frog critical habitat: thus, Alternative 2b would not have the same restrictions as those identified for the alternatives including the Greenville Yard (Alternatives 1, 1a, and 1b).

The mitigation measure to reduce impacts to vernal pool invertebrates to less than significant for Alternative 2b would be the same as that identified for Alternatives 2a and 3. Specifically, Mitigation Measure BIO-5.1, pages 3.9-65 through 3.9-66 of the Draft Program EIR, requires BART to consult with the U.S. Fish and Wildlife Service and develop plans to avoid and reduce impacts to vernal pool invertebrates.

Central California Coast Steelhead. The Arroyo Mocho provides habitat for the central California coast steelhead, a federally endangered species. Alternative 2b would not cross this creek and would not be expected to affect this species.

Heritage and Protected Trees. Alternative 2b could result in the removal of trees along I-580, within the Downtown Livermore and Vasco Road Station areas, and at the Vasco Yard. As a result, Alternative 2b would have significant effects on trees, similar to all of the other BART extension alternatives. The recommended mitigation measure to reduce loss of trees to less than significant would be the same for Alternative 2b as for the other alternatives; namely, BART shall conduct a tree survey and replace tree loss at a suitable ratio (Mitigation Measure BIO-8.1, page 3.9-72 of the Draft Program EIR).

Noise and Vibration. The noise and vibration effects of Alternative 2b would be identical to Alternative 3 between the Dublin/Pleasanton Station and the Downtown Livermore Station, and less than those identified for Alternative 2a for the portion of the alignment east of the Downtown Livermore Station, as described below.

Noise from BART Operations. For the segment from the existing Dublin/Pleasanton BART Station to the proposed Downtown Livermore Station, Alternative 2b would operate in the median of I-580 or underground beneath Portola Avenue. In this stretch, similar to Alternative 3, BART trains would not result in potentially significant noise effects. The ventilation shafts along Portola Avenue, however, could generate noise levels of 101 dBA at 50 feet. East of Downtown Livermore, Alternative 2b would be similar to Alternative 2a and operate at grade along the UPRR tracks to a terminus station and maintenance yard east of Vasco Road. Train operations for the at-grade segment would result in potentially significant noise impacts for existing land uses, as shown in Figure 3.10-10 in the Draft Program EIR for Alternative 2a, between the Downtown Livermore Station and Vasco Road. There is a short segment of Alternative 2a of approximately 0.3 miles where the BART guideway would be elevated that would not be required under Alternative 2b. In this stretch, the potential noise exposure effects would be less under Alternative 2b than under Alternative 2a. The Vasco Yard could generate noise levels of 118 dBA at 50 feet; however, the nearest sensitive residential land uses are about 2,000

feet to the southwest and thus would not be significantly impacted. Finally, substations would be located approximately every 1.5 miles along the alignment. These facilities could generate noise levels of 99 dBA at 50 feet and may also significantly disturb nearby residents, parks, and schools.

Mitigation measures to reduce BART operations from Alternative 2b are identical to measures described for other alternatives. Specifically, Mitigation Measure NO-1.1, pages 3.10-53 through 3.10-54 of the Draft Program EIR, requires BART to install noise attenuation measures along the alignment. Such measures could include barriers that interrupt the transmission of noise between BART operations and the receptor and modifications to the BART vehicles or tracks. Mitigation Measure NO-3.1, page 3.10-57 of the Draft Program EIR, requires BART to install noise shielding around ventilation shafts, and Mitigation Measure NO-4.1, page 3.10-60 of the Draft Program EIR, requires BART to site and design substations to reduce noise. Barriers, enclosures, sound absorption materials, and sound mufflers are effective means to reduce noise levels. Because of the uncertainty over the location of the BART facilities and the proximity of sensitive receptors, noise impacts from train operations and from the substations may remain significant and unavoidable, similar to Alternatives 2a and 3, as discussed on pages 3.10-50 through 3.10-52 and 3.10-59, respectively, of the Draft Program EIR. In contrast, mitigation measures for the noise from ventilation shafts would reduce impacts to less than significant.

Traffic Noise. In general, the transportation characteristics of Alternative 2b would be very similar to those of Alternative 2a. This is because both alternatives have the same two stations, Downtown Livermore and Vasco Road. Alternative 2b, in particular would have impacts on local arterials that would be similar to those of Alternative 2a, as described in pages 3.10-63 through 3.10-64 of the Draft Program EIR. As a result, noise impacts from traffic on local roadways for Alternative 2b would be similar to those described for Alternative 2a.

Vibration. As described in the Draft Program EIR, on page 3.10-68, receptors less than 90 feet from the tracks alone or less than 125 feet from railroad switches may be significantly impacted by groundborne vibration from at-grade or below-ground BART operations. Similar to Alternative 3, Alternative 2b would result in less-than-significant vibration impacts for the at-grade portion in the median of I-580. For the underground portion of Alternative 2b, vibration impacts would be identical to Alternative 3; because distances to receptors along portions of Portola Avenue vary from 50 feet to 75 feet, groundborne vibration and groundborne noise are potentially significant along this segment and may annoy sensitive receptors. However, groundborne vibration or groundborne noise impacts during operations would not be sufficiently severe to cause damage to structures. The mitigation measure for vibration annoyance for Alternative 2b would be similar to that identified for Alternative 3. As described in the Draft Program EIR, and mandated by Mitigation Measure NO-6.1, page 3.10-69, BART would conduct a detailed vibration study and employ vibration reducing measures to attain the thresholds defined by the Federal Transit Administration. Measures that have proven effective include modifications to the tracks and to the siting of switches, and would reduce vibration effects to less than significant.

Air Quality. Of all of the BART extension alternatives, Alternative 2b would result in the greatest BART ridership and the greatest reduction in vehicle miles traveled. Consequently, this alternative would result in the greatest air quality benefits of the alternatives examined.

Conformance with Clean Air Plan and Emissions of Criteria Pollutant and Greenhouse Gases. As with each of the other BART extension alternatives, Alternative 2b would result in a reduction of regional vehicle miles traveled, as automobile drivers divert onto BART. Accordingly, Alternative 2b would have a beneficial effect on regional air quality because the reduced vehicle miles traveled would translate into reduced emissions of criteria pollutants and greenhouse gases. As shown in Table 1-4 later, Alternative 2b would have slightly higher quantifiable emission reductions than the other alternatives, making it the alternative with the greatest reduction in regional emissions (NO_x and Reactive Organic Gases [ROG]) and greenhouse gas emissions. Alternative 2b would reduce 342 lbs/day of NO_x, 57 lbs/day of ROG, and 597,138 lbs/day of greenhouse gas emissions.

Odors and Toxics. The Draft Program EIR, page 3.11-23 through 3.11-24, explains that BART extension alternatives would not involve activities or substances that are normally expected to result in odor emissions that would annoy a substantial number of sensitive receptors. Several stretches of the alternative alignments and the Downtown Livermore Station and the Vasco Road Station, are near sensitive receptors, but they would not be adversely affected because of the absence of odor sources associated with BART's electric revenue vehicles. Odor impacts from maintenance activities are expected to be less than significant, not only because the odors are localized but also because the Vasco Yard, the maintenance yard associated with Alternative 2b is removed from substantial populations. Likewise, the BART extension alternatives are not expected to have sources that would generate substantial amount of air toxics. BAAQMD permits would be required for any diesel emergency generators or solvents used at any maintenance facility that may, without operational limits or controls, generate significant levels of air toxics. The less-than-significant impacts identified for odor and toxics emissions for all of the BART extension alternatives in the Draft Program EIR are applicable to Alternative 2b.

Localized CO Concentrations. Because of its similarities to Alternative 2a in terms station locations and traffic effects, Alternative 2b would have similar impacts at local street intersections and on localized CO concentrations. Like Alternative 2a, Alternative 2b would have beneficial localized air quality effects at eight locations and potentially adverse impacts at five locations, based on traffic congestion levels.

Public Health and Safety. Potential hazardous materials releases, interference with emergency response plans, and exposure to electromagnetic fields associated with Alternative 2b would be similar to all of the other BART extension alternatives. Alternative 2b would not include stations or maintenance facility within the Livermore Municipal Airport areas of concern, and thus avoids potential issues posed by the Isabel/I-580 Station and the Portola/Railroad Yard of Alternative 3.

Hazardous Materials Release. Similar to Alternatives 2a and 3, Alternative 2b would have a potentially significant risk related to the upset or accidental release of hazardous materials during operations because of the hazardous materials associated with the maintenance yard. An accidental

spill or release of these substances could result in hazardous materials draining into stormwater outlets from the maintenance yards. However, Mitigation Measure HS-1.1, page 3.12-27 of the Draft Program EIR, which requires BART to develop and implement a spill prevention plan to control hazardous materials use and storage, would apply to Alternative 2b, similar to the other alternatives with maintenance yards, and reduce the health and safety impacts to less than significant.

Because the Vasco Yard associated with Alternative 2b is not located near a school, potential risks from accidental releases that could affect student populations would not be an issue. Accordingly, like Alternative 2a, which also includes the Vasco Yard, there would be a less-than-significant impact on schools from hazardous materials releases, as explained on page 3.12-29 of the Draft Program EIR.

Interference with Emergency Response Plans. As explained in the Draft Program EIR, pages 3.12-30 through 3.12-31, the BART extension alternatives would be designed to provide access for emergency response vehicles. In particular, Alternative 2b would incorporate the following features that would ensure access and circulation by emergency responders: all proposed stations would be designed to include access and a parking area for emergency response vehicles; and all alignments would be fully grade-separated.

Nevertheless, station area traffic could increase volumes and decrease levels of service (LOS) near stations, which potentially could slow emergency response times. Section 3.2, Transportation, of the Draft Program EIR, presents information regarding the intersections where LOS would diminish. As discussed in Section 3.2, Transportation, all intersections would be mitigated to acceptable levels of service (except at one downtown intersection for Alternative 3, which would be similar to Alternative 2b), thereby reducing the potential for the BART extension to substantially slow emergency response times and compromise public safety. For the intersection that would remain at significant congestion levels during the AM peak hour, there are alternative routes that could be used to avoid this intersection. Impacts of Alternative 2b, like Alternative 3, would therefore be less than significant.

Airport Safety. The alignment, proposed stations, and maintenance yard of Alternative 2b would not affect safety at the Livermore Municipal Airport. While Alternative 2b is most similar to Alternative 3 in the vicinity of the airport, the elements of Alternative 3 that trigger the need for a determination of consistency with the Airport Land Use Policy Plan (the Isabel/I-580 Station and the Portola/Railroad Yard) are not included as part of Alternative 2b. As a result, Alternative 2b would have no effect on the operations at the airport.

Wildland Fire Hazards. As shown in Figure 3.12-3 of the Draft Program EIR, moderate fire hazards occur along I-580, Greenville Road, El Charro Road, and near the intersection of Isabel Avenue and Stanley Station. There is also an area between the UPRR tracks and Lawrence Livermore Laboratory with moderate fire hazard severity. Consequently, Alternative 2b would be exposed to moderate fire hazards along its at-grade alignment in the median of I-580 and at the Vasco Road Station and Vasco Yard. The same design and construction standards required of the other BART extension alternatives with potential wildland fire hazard impacts would apply to Alternative 2b and avoid potential effects. Specifically, Alternative 2b would be designed in accordance with the Wildland-Urban Interface Code and Divisions 21 and 28 of the BART Facility Standards.

Electromagnetic Fields (EMFs). As discussed in the Draft Program EIR, pages 3.12-36 through 3.12-38, there is currently no scientific consensus on the health effects of EMFs, and the BART extension alternatives, including Alternative 2b, would not produce EMF near the levels that industry, government, and scientific organizations with expertise in EMF have proposed for public health and safety. As a result, it can be reasonably concluded that Alternative 2b, like the other BART extension alternatives, would have a less-than-significant impact with regards to EMF.

Train Safety. Because Alternative 2b, similar to the other BART extension alternatives, would operate in the UPRR corridor, there is a potential concern regarding conflicts with other trains operating on the right-of-way. For Alternative 2b, in the stretch between Downtown Livermore and the Vasco Yard, the alignment would be near other operating trains. In this stretch, Alternative 2b would apply BART's protective measures and comply with Federal Railroad Administration (FRA) regulations. As described in the Draft Program EIR, pages 3.12-40 and 3.12-41, the FRA regulations and standards require sufficient separation between freight and passenger service to ensure safety for both systems. More recently, UPRR has developed its own set of principles for access to its right-of-way where freight operates. The principles essentially define a "safety envelope" around the freight tracks and indicate UPRR's preference that, within this envelope, only freight rail should operate. These principles would apply to portions of Alternative 2b and increase the distance between BART trains and trains on the UPRR right-of-way (i.e., ACE and freight trains) by separating freight and passenger tracks by 50 feet or more. As a result, the potential for derailment, train collisions, and related safety matters identified for this alternative under existing regulations would remain less than significant if final designs conform to the UPRR principles.

Community Services. Operational impacts associated with Alternative 2b in terms of demand for police and fire protection services would be similar to the other BART extension alternatives. Like the other alternatives, Alternative 2b would lead to increased activity at station locations and the maintenance yard in the City of Livermore, leading to increased demands on the BART Police Department, the Livermore Police Department, and the Livermore Fire Department. Also see Master Response 6 of this document for a discussion of safety and security around BART stations. As reported in the Draft Program EIR, page 3.13-14, traffic issues would be of particular concern around the Downtown Livermore Station due to the intensity of existing and planned development in the area. However, consistent with the experience in Dublin and Pleasanton, increased activity around BART stations in Livermore would result in a small increase in demand for police services. Similarly, the Draft Program EIR (pages 3.13-15 through 3.13-16) notes that, based on current experience with the existing BART facilities located in the study area and elsewhere in the BART system, including stations and maintenance yard facilities, the Livermore-Pleasanton Fire Department report that existing staffing levels would be adequate to serve the BART extension alternatives. Moreover, BART Facility Standards contain measures to ensure security and safety for BART passengers. In summary, Alternative 2b, similar to the other BART extension alternatives, would result in less-than-significant effects on local police and fire protection services.

Utilities. As reported in the Draft Program EIR, pages 3.14-10 through 3.14-12, the BART extension alternatives would result in a minor increase in water supply demand and wastewater treatment

requirements. Alternative 2b would be similar in its utility demand characteristics to the other two-station BART extensions, and likewise would have less-than-significant effects on water supply availability from Zone 7 and on wastewater treatment capacity at the Livermore Water Reclamation Plant.

Energy. As described in the Draft Program EIR, pages 3.15-13 through 3.15-15, all BART extension alternatives would have the beneficial effect of reducing net transportation energy usage because the automobiles diverted off the roads accounts for more energy consumption than the energy required to operate and maintain the transit service. As depicted in Table 1-4, Alternative 2b would have a reduction in regional energy consumption of 928 billion BTU/year, higher than Alternative 2a (919 billion BTU/year), making it the alternative with the highest reduction in regional energy consumption.

Even though the BART extension alternatives would be constructed in conformance with BART's own Facility Standards and Sustainability Principles, both of which emphasize energy conservation, the new BART facilities and operations would increase electricity demand to potentially significant and unavoidable levels. While the potential increased annual electricity demand associated with the BART extension alternatives is expected to be met, the alternatives may affect the peak load of the region on any particular day. As described in the "Setting" section of the Draft Program EIR, page 3.15-4, there is uncertainty regarding the ability of California's transmission system to transfer the electricity from the power plants to the users during peak demand. Accordingly, the potential effects on electrical demand from Alternative 2b are identical to other BART extension alternatives.

Construction Impacts. Because Alternative 2b is similar in its facilities, construction activities, and construction duration to Alternatives 2a and 3, the construction-related impacts identified for these alternatives would apply to Alternative 2b. These impacts are identified in the Draft Program EIR, pages 3.16-11 through 3.16-65 (and summarized in Table 3.16-4, page 3.16-9) and highlighted below.

- Transportation – Traffic disruption and traffic delays on local roadways; disruption of bus service; and interference with existing pedestrian, bicycle, and trail routes.
- Visual – Temporary construction at yards and staging areas due to security lighting, fencing, and modular office units.
- Hydrology – On- and off-site flooding from construction at nearby local waterways; off-site erosion; and groundwater dewatering from subgrade tunnels.
- Biology – Temporary impacts on wetlands; vernal pool invertebrates; special-status nesting birds; and special-status bats.
- Noise and Vibration – Construction noise and vibration impacts on sensitive receptors and local businesses.
- Air Quality – Construction-generated dust, odors, and diesel particulate matter exhaust associated with construction equipment.

- Health and Safety – Potential for accidental release and exposure of hazardous materials from nearby listed hazardous waste site to the environment and nearby schools; and potential rupture of unknown oil and gas pipelines during the construction of tunnels and deep foundations.
- Utilities – Construction impacts associated with the numerous overhead and underground utilities.
- Energy – Construction energy to build the stations, the new maintenance facility, tracks, and associated utilities and infrastructure.

Through mitigation measures identified for the other alternatives, but particularly Alternative 2a and Alternative 3, all potentially significant construction impacts would be ameliorated to less-than-significant levels for all alternatives, except for impacts from construction noise and vibration. Alternative 2b would likewise result in potentially significant construction period impacts, all of which would be mitigated to less than significant except for noise and vibration. While noise and vibration mitigation measures associated with construction activities would reduce the potential impacts; these temporary impacts would remain potentially significant and unavoidable due to the uncertainty in the equipment used and potential proximity to sensitive receptors.

Cumulative Analysis. Alternative 2b is similar in its facilities, construction activities, alignment footprint, and operating characteristics to Alternatives 2a and Alternative 3. Therefore, potentially significant cumulative impacts identified for Alternative 2a and Alternative 3 would apply to Alternative 2b and include:

- Transportation – freeway congestion, roadway congestion, and intersection levels of service deterioration.
- Population and Housing – displacement of business and housing.
- Cultural Resources –potential disturbance to historical and archeological resources or human remains.
- Biological Resources – potential direct and indirect disturbance to sensitive biological resources and loss of Swainson's Hawk foraging habitat.
- Noise and Vibration – vehicular traffic noise exposure along I-580 and major local roadways; and vibration from BART, heavy vehicle operation along major roadways, and increased train operations along the UPRR right-of-way.
- Energy- peak electricity demand that may not be satisfied because of the uncertainty in the transmission system.

All potential significant cumulative impacts associated with Alternative 2b would be reduced to less than cumulatively considerable with the implementation of mitigation measures identified for Alternative 2a and Alternative 3, except for contributions to noise and vibration and to energy effects. While mitigation measures associated are recommended to reduce the level of impacts to less than cumulatively considerable, no mitigation measures are available to fully and adequately reduce the

contribution to a less-than-considerable level for noise and vibration, and improve the reliability of the energy transmission infrastructure.

Summary. In summary, impacts for Alternative 2b are similar to the other BART extension alternatives, particularly Alternative 2a and Alternative 3, because Alternative 2b consists of components of both of these alternatives. As a result, the alternative-specific impacts, as well as the cumulative effects, are comparable to those described in the Draft Program EIR for Alternative 2a and Alternative 3. Alternative 2b, however, would present some benefits compared to those and other alternatives, in that it would not include the El Charro Road/UPRR alignment associated with Alternative 2a nor the Isabel/I-580 and the Portola/Railroad Yard associated with Alternative 3. These components of Alternatives 2a and 3 result in potentially significant impacts that include noise exposure and land acquisition along El Charro Road and the UPRR corridor (Alternative 2a), consistency of an aerial alignment with Pleasanton's plans for Staples Ranch and El Charro Road (Alternative 2a), consistency of an aerial alignment and station area development with the Airport Protection Area (Alternatives 2a and 3), potential encroachment outside the UGB from station area development around the Isabel/I-580 Station (Alternative 3), potential disturbance to the Arroyo Mocho and central California coast steelhead from station area development around the Isabel/I-580 Station (Alternative 3), potential noise and compatibility issues from the Portola/Railroad Yard with the Trevarno Road Historic District (Alternative 3), and potential hazardous materials releases from the Portola/Railroad Yard near residences and schools (Alternative 3). Alternative 2b would avoid these potential impacts. In addition, because Alternative 2b would result in the highest BART ridership and the greatest reduction to vehicle miles traveled, it would yield the greatest benefits in terms of reduced air emissions, greenhouse gas emissions, and energy resource consumption (see Table 1-4).

Other potentially significant impacts that might be associated with Alternative 2b are fully described and evaluated in the Draft Program EIR, and there are no new or substantially more severe significant impacts associated with this alternative that are not already addressed in the Draft Program EIR. In summary, for issues where differences between the Alternative 2b and the other BART extension alternatives were identified above, these differences represent impacts that either would be reduced or avoided by Alternative 2b, or would be comparable in magnitude for Alternative 2b and the other alternatives and would be addressed by the same mitigation measures already analyzed in the Draft Program EIR.

Table 1-4
Beneficial Effects of the BART Extension Alternatives

Issue	Alternative 1 Greenville East	Alternative 1a Downtown- Greenville East via UPRR	Alternative 1b Downtown- Greenville East via SPRR	Alternative 2 Las Positas	Alternative 2a Downtown- Vasco	Alternative 2b Portola -Vasco	Alternative 3 Portola	Alternative 3a Railroad	Alternative 4 Isabel/ I-580	Alternative 5 Quarry
Transportation										
Increase in BART System Ridership (daily riders)	31,700	30,900	30,900	29,800	31,600	31,900	29,900	29,700	19,900	20,800
Reduction in Vehicle Miles Traveled (per day)	687,877	742,836	742,836	742,494	860,211	868,370	704,246	633,485	404,159	620,992
# of Improved Segments along I-580 (in Peak Hour)	7	7	7	6	7	7	5	6	5	4
# of Improved Local Intersections (in Peak Hour)	8	8	8	6	8	8	8	7	8	7
Possible Station Connection to ACE	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Air Quality										
Reduction in Regional Emissions (lbs/day)										
NOx	267	287	287	290	339	342	273	243	149	247
ROG	46	50	50	49	57	57	47	42	27	41
Reduction in Greenhouse Gas Emissions (lbs/day)	429,694	459,473	463,658	493,946	591,522	597,138	483,098	412,010	261,429	468,866
Energy										
Reduction in Regional Energy Consumption (Billion BTUs/year)	628	668	678	754	919	928	756	624	402	770

Section 2

List of Commentors

2.1 WRITTEN COMMENTS

Twenty-two comment letters on the Draft Program EIR were received from public agencies, 18 comment letters on the Draft Program EIR were received from organizations, and 91 comment letters on the Draft Program EIR were received from the general public. Responses to these written comments have been provided in Section 4, Responses to Written Comments on the Draft Program EIR. Refer to Section 2.3, below, for a list of commentors that provided non-CEQA-related comments.

Public Agencies

1. Chris Nagano, Division Chief, United States Department of the Interior: Fish and Wildlife Service, Endangered Species Program (letter dated January 12, 2010)
2. Scott Morgan, Acting Director, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (letter dated December 22, 2009)
3. Scott Morgan, Acting Director, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (letter dated December 28, 2009)
4. Scott Morgan, Acting Director, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (letter dated December 31, 2009)
5. Lisa Carboni, District Branch Chief, California Department of Transportation (letter dated January 21, 2010)
6. Dan Leavitt, Deputy Director, California High-Speed Rail Authority (letter dated January 21, 2010)
7. Moses Stites, Rail Corridor Safety Specialist, State of California Public Utilities Commission, Rail Transit and Crossings Branch, Consumer Protection and Safety Branch (letter dated December 9, 2009)
8. Brian K. Wines, Water Resources Control Engineer, South and East Bay Watershed Section, California Regional Water Quality Control Board, San Francisco Bay Region (letter dated December 30, 2009)
9. Scott Haggerty, First District Supervisor, County of Alameda Board of Supervisors (letter dated January 20, 2010)
10. Albert Lopez, Planning Director, Alameda County Community Development Agency, Planning Department (letter dated January 21, 2010)
11. Diane Stark, Senior Transportation Planner, Alameda County Congestion Management Agency (letter dated January 21, 2010)

12. G.F. Duerig, Zone 7 Water Agency, Alameda County Flood Control and Water Conservation District, Zone 7 (letter dated January 20, 2010)
13. Dick Quigley, Board President Zone 7 Water Agency, Alameda County Flood Control and Water Conservation District, Zone 7 (letter dated January 21, 2010)
14. Kwablah Attiogbe, Environmental Services Manager, County of Alameda Public Works Agency (letter dated December 18, 2009)
15. Joel L. Kinnamon, Chancellor, Chabot-Las Positas Community College District (web form January 20, 2010)
16. Melissa A. Morton, Public Works Director, City of Dublin (letter dated December 17, 2009)
17. Nelson Fialho, City Manager, City of Pleasanton (letter dated January 19, 2010)
18. Nelson Fialho, City Manager, City of Pleasanton (letter dated January 19, 2010)
19. John Greitzer, Senior Transportation Planner, Contra Costa County, Department of Conservation and Development (letter dated December 28, 2009)
20. Chris Barton, Senior Planner, East Bay Regional Parks District (letter dated January 20, 2010)
21. Paul Matsuoka, Executive Director, Livermore Amador Valley Transit Authority (LAVTA) (letter dated January 20, 2010)
22. Doug Kimsey, Planning Director, Metropolitan Transportation Commission (letter dated January 21, 2010)

Organizations

23. Ralph Kanz, Conservation Director, Alameda Creek Alliance (letter dated January 21, 2010)
24. Andy Chow, President, BayRail Alliance (letter dated January 21, 2010)
25. Lech Naumovich, Conservation Analyst, East Bay Chapter of the California Native Plant Society (letter dated January 21, 2009)
26. Tobias Mellows, Continuing Life Communities (letter dated January 20, 2010)
27. Greg Betty, Board of Directors, Dublin Chamber of Commerce (letter dated January 14, 2010)
28. David Stark, Public Affairs Director, Bay East Association of Realtors (web form letter dated January 21, 2010)
29. Debbie Peterson, Member, Steering Committee, Friends of Springtown Preserve (web form dated January 21, 2010)
30. Dale Kaye, President/CEO, Livermore Chamber of Commerce (letter dated January 21, 2010)
31. Charles Hatwig, President, Livermore Cultural Arts Council (web form dated January 6, 2010)
32. Richard S. Cimino, Ohlone Audubon, Ohlone Conservation Chair, Eastern Alameda County (letter dated January 18, 2010)
33. Scott Raley, CEO, President, Pleasanton Chamber of Commerce (web form dated December 15, 2009)
34. Marshall C. Wallace, Reed Smith (letter dated January 21, 2010)
35. Robert W. Taylor, Retzlaff Winery (letter dated January 20, 2010)

36. Donald D. Gralnek, EVP/General Counsel, San Jose Sharks LLC (letter dated January 21, 2010)
37. Troy Bristol, Land Conservation Associate, Save Mount Diablo (letter dated January 21, 2010)
38. David Schonbrunn, President, Transportation Solutions Defense and Education Fund (letter dated January 21, 2010)
39. Jerry Wilmoth, General Manager Network Infrastructure, Union Pacific (letter dated January 15, 2010)
40. R. Stephen Grace, Business Development and Land Resources Manager, Vulcan Materials (letter dated January 21, 2010)

General Public

41. Nancy Allen (web form dated January 4, 2010)
42. Robert Allen (letter dated November 6, 2009)
43. Robert Allen (letter dated November 12, 2009)
44. Robert Allen (letter dated December 2, 2009)
45. Robert Allen (letter dated December 4, 2009)
46. Robert Allen (letter dated December 10, 2009)
47. Robert Allen (letter dated December 15, 2009)
48. Robert Allen (letter dated January 9, 2010)
49. Robert Allen (letter dated January 19, 2010)
50. Robert Allen (letter dated January 22, 2010)
51. Robert Allen (letter dated January 26, 2010)
52. Robert Allen (letter dated January 27, 2010)
53. Ed Alley (letter dated December 16, 2009)
54. Melanie Alley (comment card with no date)
55. Melanie Alley (web form dated November 19, 2009)
56. James and Karla Armstrong (letter dated January 18, 2010)
57. Harry Babb (web form dated November 30, 2009)
58. Jonathan Bair (web form dated December 19, 2009)
59. Jonathan Bair (web form dated December 19, 2009)
60. Bob Baltzer (letter undated)
61. Priya Basu (web form dated November 25, 2009)
62. Larry Berger (web form dated December 18, 2009)
63. Jason Bezis (web form dated January 21, 2010)
64. Linda Bloomfield and Pamela Baak (web form dated January 18, 2010)
65. Ken Bradley (comment card undated)
66. Bob Brignano (web form dated January 21, 2010)
- 66A. Ted Brownlee (comment card undated)
67. David Brusiee (web form dated November 17, 2009)
68. Rich Buckley (web form dated December 8, 2009)
69. Rich Buckley (web form dated January 15, 2010)
70. Alan Burnham (web form dated November 28, 2009)
71. Robert Canning (web form dated January 20, 2010)
72. Alen and Julia Casamajor (web form dated January 7, 2010)
73. Julia Casamajor (web form dated January 7, 2010)
74. Eric Chase (web form dated November 11, 2009)
75. Wilson Cooper (web form dated December 16, 2009)
76. Jim Corkery (web form dated November 25, 2009)
77. Daniel (no last name) (web form dated November 20, 2009)
78. Sean Dorman (web form dated January 13, 2010)
79. Peter D'Souza (web form dated January 4, 2010)
- 79A. Michael Evans (web form dated January 6, 2010)

80. Casey Fargo (web form dated December 12, 2009)
81. William Fitzwater (web form dated November 18, 2009)
82. Brian Hall (web form dated January 3, 2010)
- 82A. Bonnie Hamilton (web form dated December 3, 2009)
83. J. Haslam (web form dated January 21, 2010)
84. Clarence Hoenig (letter dated November 17, 2009)
85. Clarence Hoenig (letter dated December 17, 2009)
86. Jill Hornbeck (letter dated November 19, 2009)
87. S.V. Huerta (letter dated December 29, 2009)
88. Roxanne Huguet (letter dated November 22, 2009)
89. Carolyn Hunt (web form dated November 23, 2009)
90. Genoveva Jones (comment card undated)
91. William Junk (web form dated December 26, 2009)
92. James Kelly (web form dated December 28, 2009)
93. Paul Kendall (web form dated January 3, 2010)
94. Bradley Kurtzer (web form dated January 19, 2010)
95. Eamsee Lakamsani (web form dated January 23, 2010)
96. Freddy Lewis (web form dated December 16, 2009)
97. Sandy Li (web form dated December 27, 2009)
98. Carolyn Lord (web form dated January 20, 2010)
99. Randy Masker (web form dated December 7, 2009)
100. Jeff McAuliff (web form dated December 2, 2009)
101. Daniel McInerney (web form dated January 19, 2010)
102. Roy Nakadegawa (web form dated January 21, 2010)
103. Gary Oehrle (comment card undated)
104. Gary Oehrle (web form dated November 19, 2010)
105. Merle Ohlhauser (web form dated January 5, 2010)
106. Valerie Raymond (web form dated January 1, 2010)
- 106A. George Reid (comment card undated)
107. Jennifer Rieble (web form dated January 4, 2010)
108. Dan Sapone (web form dated January 3, 2010)
109. Paul Schaich (letter dated January 19, 2010)
110. Joan Seppula (comment card undated)
111. Henry Shay (letter dated November 18, 2009)
112. Henry Shay (letter dated December 2, 2009)
113. Becky Simpson (web form dated November 12, 2009)
114. Paul Smith (web form dated January 21, 2010)
115. Tracy Smith (comment card undated)
116. Erin Spoden (web form dated November 17, 2009)
117. John Stein (letter dated January 20, 2010)
118. Mathew Steinberg (web form dated January 20, 2010)
119. Michelle Steward (web form dated December 28, 2009)
120. Muljadi Sulistio (web form dated January 20, 2010)
121. Mary Travers (web form dated November 21, 2009)
122. Patricia Uhlich (web form dated November 21, 2009)
123. Carl Walter (comment card undated)
124. Dana and Gloria Warren (letter dated December 8, 2009)
125. Jim Wasilausky (letter dated November 25, 2009)
126. Chuck Weir (web form dated December 26, 2009)
127. David Williams (letter dated January 19, 2010)

2.2 COMMENTS RECEIVED AT THE PUBLIC HEARINGS

Comments were received at the public hearings on the BART to Livermore Extension, held on November 18, 2009 and December 2, 2009 in the City of Livermore, and on January 6, 2010 in the City of Pleasanton. Those who provided comments directly to the court reporter and during the public hearing are listed below. In delineating the discrete comments received at the public hearings, the following codes have been used to identify commentors and comments; these codes are reflected in the transcripts from the public hearings:

- PH#: delineates the public hearing number;
- S#: delineated the speaker number; and
- PH#-S#. #: delineates the discrete comment of a speaker at a public hearing

Responses to these oral comments have been provided in Section 5, Responses to Oral Comments on the Draft Program EIR.

BART Public Hearing in the City of Livermore (November 18, 2009)

Commentors below spoke publicly during the November 18, 2009 City of Livermore public hearing on the BART to Livermore Extension:

PH1-S1	Robert Martin	PH1-S16	Martin Isenburg
PH1-S2	Larry Berger	PH1-S17	Valerie Raymond
PH1-S3	Christine Lillie	PH1-S18	Bob Baltzer
PH1-S4	Bonnie Hamilton	PH1-S19	Paul Daniel
PH1-S5	Gary Oehrle	PH1-S20	Angelina Summers
PH1-S6	Kent Franklin	PH1-S21	Mathew Steinberg
PH1-S7	Bob Allen	PH1-S22	Clark Streeter
PH1-S8	Linda Jeffrey Sailors	PH1-S23	Ed Mathias
PH1-S9	David Williams	PH1-S24	Kathy Streeter
PH1-S10	Shirley Stribling	PH1-S25	Robert Martin
PH1-S11	Michelle Burkett	PH1-S26	Robert Allen
PH1-S12	Clarence Hoening	PH1-S27	David Williams
PH1-S13	Stacey Miller	PH1-S28	Mara Dobbins
PH1-S14	Henry Shay	PH1-S29	Martin Isenburg
PH1-S15	Jack O'Connor		

BART Public Hearing in the City of Livermore (December 2, 2009)

Commentors below spoke publicly during the December 2, 2009 City of Livermore public hearing on the BART to Livermore Extension:

PH2-S1	Jean King	PH2-S27	John Shirley
PH2-S2	Jim Schmidt	PH2-S28	Mike Ansell
PH2-S3	Len Alexander	PH2-S29	Neil Smith
PH2-S4	Christopher Hiller	PH2-S30	Tamara Reus
PH2-S5	Nancy Bankhead	PH2-S31	Susie Edgar-Lee
PH2-S6	John Stein	PH2-S32	Vamsee Lakamsani
PH2-S7	Denise Lenz	PH2-S33	Jeff Kaskey
PH2-S8	Paul Weiss	PH2-S34	Rushell Saedecor
PH2-S9	Anthony Godrich	PH2-S35	Rebecca Harris
PH2-S10	Clay Widmayer	PH2-S36	Henry Shay
PH2-S11	Dave Williams	PH2-S37	Jim Hamilton
PH2-S12	Ed Hallie	PH2-S38	Bill Zagotta
PH2-S13	Tracy Cunningham	PH2-S39	Darryl Wood
PH2-S14	Bob Baltzer	PH2-S40	Steve Plummer
PH2-S15	Kirsten Whitlock	PH2-S41	Stanley Bishop
PH2-S16	Robert Allen	PH2-S42	Joseph Rard
PH2-S17	Tom O'Neill	PH2-S43	Harry Briley
PH2-S18	Esther Waltz	PH2-S44	Marcha Futch
PH2-S19	Valerie Raymond	PH2-S45	Jim Waldron
PH2-S20	Carol Mahoney	PH2-S46	Clyde Hoenig
PH2-S21	Sarah Palmer	PH2-S47	Ron Acciaioli
PH2-S22	Martin Isenburg	PH2-S48	John Shirley
PH2-S23	Gary Oehrle	PH2-S49	Robert Allen
PH2-S24	Dennis Manzo	PH2-S50	Dave Williams
PH2-S25	Chris George	PH2-S51	Esther Waltz
PH2-S26	Francisco Diamond	PH2-S52	Virgil Stranger

BART Public Hearing in the City of Pleasanton (January 6, 2010)

Commentors below spoke publicly during the January 6, 2010 City of Pleasanton public hearing on the BART to Livermore Extension:

PH3-S1	Victor Bailey	PH3-S8	Nancy Allen
PH3-S2	Bob Baltzer	PH3-S9	Heidi Massie
PH3-S3	Jim Sandler	PH3-S10	Dave Williams
PH3-S4	Paul Weiss	PH3-S11	Mary Ann Brent
PH3-S5	Nick Tynan	PH3-S12	Paul Kendall
PH3-S6	Clay Widmayer	PH3-S13	Doug Mann
PH3-S7	Chris Moore	PH3-S14	Terese Cunningham

PH3-S15	Dave Lowell	PH3-S22	AJ Machaevich
PH3-S16	Joel Villaseñor	PH3-S23	Gary Mello
PH3-S17	John Butera	PH3-S24	Robert Allen
PH3-S18	Heather Truro	PH3-S25	Herb Ritter
PH3-S19	Corinna Wise	PH3-S26	David Lackey
PH3-S20	Chuck Weir	PH3-S27	Jim Lenz
PH3-S21	Alejandro Perez	PH3-S28	Don Kahler

2.3 NON-CEQA-RELATED COMMENTS

In addition to the written comments listed under Section 2.1, above, a large number of written comments were received that did not pertain to the adequacy of the Draft Program EIR or to CEQA issues. The names of those commentors have been included in this section of the document and copies of their comments have been provided in Appendix A, for the purpose of informing decision-makers and the public of the commentors' concerns. However, no response to these comments is required pursuant to CEQA.

Ronald Acciaoli (letter dated November 28, 2009)	Ervin Behrin (comment card undated)
Lorraine Aflague (web form dated January 20, 2010)	Ronald Bernhardt (web form dated November 20, 2009)
Ethan Aines (web form dated January 19, 2010)	Joanne and Dale Berven (web form dated December 31, 2009)
Roger Aines (web form dated January 19, 2010)	Kristine Biehl (web form dated December 30, 2009)
Len Alexander (comment card undated)	Mary Jo Bierman (web form dated December 10, 2009)
Colleen Alford (web form dated November 10, 2009)	David Boitano (web form dated January 4, 2010)
Agnes Anaya (web form dated November 10, 2009)	Robert Boultier (web form dated December 31, 2009)
Mark Angel (comment card undated)	Darlene Bradley (web form dated December 30, 2009)
Cindy Angers (web form dated January 21, 2010)	Danelle Brady (web form dated November 18, 2009)
Anonymous (annotated postcard January 5, 2010)	Maryann Brent (web form dated January 20, 2010)
Robyn Anzelon (web form dated January 21, 2010)	Virginia Brown (web form dated January 10, 2010)
Joe Arluck (comment card undated)	Bill Buecker (web form dated December 19, 2009)
James Arnold (web form dated January 8, 2010)	Lee Busby (web form dated January 21, 2010)
Sandra Ashburn (web form dated January 20, 2010)	Roman Bystroff (letter dated January 0, 1900)
Brian Atchinson (web form dated January 20, 2010)	Mearl Campbell (web form dated January 19, 2010)
Aileen Avila (web form dated December 7, 2009)	Debbie Carey (web form dated January 19, 2010)
Robert Babb (web form dated January 5, 2010)	Brian and Joyce Cartier (web form dated January 20, 2010)
Jorge Barrantes (web form dated November 17, 2009)	Katie Caulk (web form dated January 19, 2010)
Paul Barrow (web form dated November 17, 2009)	Alma Cavite (web form dated January 19, 2010)
Oscar Bartolo (web form dated January 11, 2010)	Teresa Ciarfaglio (web form dated November 16, 2009)
Karen Bauman (web form dated January 3, 2010)	Megan Clappin (web form dated December 26, 2009)
Dorothy Behrin (comment card undated)	

Gail Cobe (web form dated January 2, 2010)
Vira Confectioner (comment card undated)
KM Connolly (web form dated January 22, 2010)
Kenneth Cook (web form dated January 18, 2010)
Sheila Cooper (web form dated January 18, 2010)
Dick Corso (web form dated December 10, 2009)
Glenn and Julie Cox (web form dated December 21, 2009)
William Daily (web form dated January 20, 2010)
Cecilia D'Ambrosio (web form dated November 30, 2009)
Warren Davis (web form dated January 22, 2010)
Patty DeBenedetto (web form dated November 20, 2009)
Patty DeBenedetto (web form dated November 20, 2009)
Konstantine Demiris (web form dated November 12, 2009)
Niki Demiris (web form dated November 12, 2009)
Peter Demiris (web form dated November 12, 2009)
Dana Denardo (web form dated November 17, 2009)
Jill Denton (web form dated January 3, 2010)
Ajay Dhillon (web form dated December 28, 2009)
David Dial (web form dated January 21, 2010)
Janice Diane (web form dated January 21, 2010)
Susan Diaz (web form dated November 23, 2009)
Paolo Dicandia (comment card undated)
Franciska Diemont (comment card undated)
Mara Dobbins (web form dated November 6, 2009)
Chris Duncan (web form dated December 31, 2009)
Mark and Judy Eckart (web form dated December 13, 2009)
Tom Edmunds (comment card undated)
Kim Egbert (web form dated November 20, 2009)
Suzanne and David Eggers (web form dated January 11, 2010)
Dennis Elchesen (web form dated January 6, 2010)
Dennis Elchesen (web form dated January 17, 2010)
Kristen Emery (web form dated November 6, 2009)
Patrick Emmert (web form dated November 20, 2009)
Beth Erbert (web form dated January 19, 2010)
G. Farmer (web form dated January 8, 2010)
Margaret Fazio (web form dated December 7, 2009)
Bob Ferro (web form dated December 28, 2009)
Raymond Fischer (web form dated December 29, 2009)
James and Peggy Folta (web form dated January 12, 2010)
James and Peggy Folta (web form dated January 19, 2010)
James Fong (web form dated December 8, 2009)
Anne Fox (web form dated January 21, 2010)
Gary Franklin (web form dated November 18, 2009)
Gary Franklin (web form dated December 29, 2009)
Kent Franklin (web form dated November 18, 2009)
Fred Fritsch (web form dated January 18, 2010)
Heather and Albert Fuchslin (web form dated January 13, 2010)
Luis Fuentes (web form dated November 30, 2009)
Donna Funk (web form dated January 20, 2010)
Gretchen Gallegos (comment card undated)
George Garbarino (web form dated January 11, 2010)
Linda Garbarino (web form dated January 11, 2010)
Doug Garcia (web form dated November 16, 2009)
Julie Garcia (web form dated December 7, 2009)
Sharon Garcia (web form dated January 16, 2010)
D. Garnhart (web form dated November 16, 2009)
Paul Gerdes (web form dated December 11, 2009)
Paul Gerdes (web form dated December 11, 2009)
George Getgen (web form dated November 27, 2009)
Charles Gibson (web form dated January 21, 2010)
GMTalk (web form dated November 5, 2009)
GMTalk (web form dated November 16, 2009)
GMTalk (web form dated November 21, 2009)
Mary Gonzalez (web form dated January 19, 2010)
Cameron Graham (letter dated January 20, 1900)
Louise Gray (web form dated January 20, 2010)
Elizabeth Green (web form dated December 30, 2009)
Rita Gruskowski (web form dated January 20, 2009)
Ron Hague (web form dated January 14, 2010)

Lynn Hales (web form dated January 1, 2010)
Gary and Deborah Hall (web form dated December 25, 2009)
Pat Hallahan (web form dated November 11, 2009)
Bonnie Hamilton (comment card undated)
Kerri Hamilton (web form dated November 16, 2009)
Dale Hammerel (web form dated January 19, 2010)
Nancy Harrington (web form dated January 11, 2010)
Michaela Harrison (web form dated December 28, 2009)
Joan Hartman (web form dated January 19, 2010)
Donna Hazelton (web form dated January 6, 2010)
Hugh Hempill (letter dated January 15, 2010)
Barbara Hickman (web form dated January 19, 2010)
Bob Hickman (web form dated January 21, 2010)
Edward Hightower (web form dated January 17, 2010)
Chris Hiller (comment card undated)
Clarence Hoenig (letter dated January 20, 2010)
Beverly Hoey (web form dated December 3, 2009)
Jason Hoffman (web form dated January 21, 2010)
Raquel Holt (web form dated December 9, 2009)
Victoria Holt (web form dated December 24, 2009)
Kathy Howard (web form dated January 7, 2010)
Zirong Hu (web form dated December 28, 2009)
Zirong Hu (web form dated December 28, 2009)
Stacy Hughes (web form dated December 31, 2009)
Authur Hull (web form dated January 3, 2010)
Dave Hunt (web form dated December 31, 2009)
Leigh Anne Hunt (web form dated December 30, 2009)
Richard Hurtz (web form dated December 25, 2009)
Martin Isenburg (web form dated January 19, 2010)
Daniel Jacobson (web form dated November 11, 2009)
Meera Jaeel (web form dated January 14, 2010)
Rachelle Jeppson (comment card undated)
Jo (web form dated November 30, 2009)
Dorothy Johnson (web form dated January 18, 2010)
Neal Johnson (web form dated January 7, 2010)
Wayne Johnson (comment card undated)
Jack and Karen Johnston (web form dated November 19, 2009)
Darcy Jones (web form dated January 18, 2010)
Reba Jones (web form dated December 16, 2009)
Steve and Kathy Jones (web form dated December 20, 2009)
Susan Junk (web form dated January 3, 2010)
Peter and Stella Kachel (web form dated December 24, 2009)
Ralph Kalibjian (web form dated January 11, 2010)
Alfredo Kawas (web form dated December 30, 2009)
Denise Kellom (web form dated November 22, 2009)
James Kelly (web form dated January 21, 2010)
Mary Kidwell (web form dated January 19, 2010)
Jeanette King (web form dated January 17, 2010)
Moiz Kitabwalla (web form dated November 29, 2009)
Mona and Chris Knock and Kunz (letter dated December 5, 2009)
Carolynn Kohn (web form dated December 7, 2009)
John Kopp (web form dated December 2, 2009)
Mark Kosenski (web form dated January 1, 2010)
Jake Krakauer (web form dated December 6, 2009)
Art and Carol Krakowsky (web form dated January 22, 2010)
Julie Kraybill (web form dated January 2, 2010)
Mani Krishnan (web form dated January 2, 2010)
Kurt Kummer (web form dated December 19, 2009)
Mr. and Mrs. Daniel Kwan (web form dated December 28, 2009)
Vamsee Lakamsani (web form dated November 13, 2009)
Fortunato Lapina (web form dated January 19, 2010)
Sean Lehman (comment card undated)
Les Leibovitch (web form dated January 19, 2009)
Les and Rena Leibovitch (web form dated January 19, 2010)
Sally Leonard (web form dated December 14, 2009)
Linda Leonardini (web form dated December 30, 2009)

Phyllis Lewis-Evans (web form dated November 18, 2009)
Edward Lindsey (web form dated December 23, 2009)
Ron Liu (web form dated December 31, 2009)
William Loewe (web form dated November 20, 2009)
Denise Lowe (web form dated November 17, 2009)
Denise and Lloyd Lowe (web form dated November 20, 2009)
David Lowell (comment card undated)
Diane Major (web form dated January 15, 2010)
James Malloni (letter dated December 27, 2009)
Ying Sang Man (comment card undated)
Joe Mangan (comment card undated)
Susan Mangels (web form dated January 20, 2010)
Patricia Mann (letter dated December 3, 2009)
Nancy Marling (letter dated January 0, 1900)
Max (no last name) (web form dated December 25, 2009)
mccadam (web form dated January 9, 2010)
Bob McCoy (web form dated November 17, 2009)
Kent McDonnell (web form dated November 22, 2009)
Tom McGeechan (web form dated December 14, 2009)
Mary McNerney (web form dated December 18, 2009)
Mike McKee (web form dated November 30, 2009)
Carla McRee (web form dated January 19, 2010)
Janice and Gerald Meamber (web form dated December 29, 2009)
Paul Medina (web form dated November 20, 2009)
Gary Mello (web form dated January 21, 2010)
Paul Mercurio (web form dated December 2, 2009)
James Messina (web form dated December 17, 2009)
Sonya Messina (web form dated December 17, 2009)
Jennifer Michaels (web form dated November 24, 2009)
Miriam Miller (web form dated January 21, 2010)
Joanne Minahan (web form dated December 28, 2009)
Barbara and Alex Mitchell (web form dated November 19, 2009)
Elizabeth Mitchell (web form dated January 13, 2010)
John Mitchell (web form dated January 15, 2010)
Ken Mitchell (web form dated January 1, 2010)
Joanne Moody (web form dated December 28, 2009)
Claire and Bill Moran (web form dated December 30, 2009)
Mas Morimoto (web form dated November 22, 2009)
Jonathan Moss (web form dated November 16, 2009)
Nancy Mulligan (web form dated January 20, 2010)
Multiple (Mayall): petition January 17, 2010)
Multiple (Rodriguez): petition January 17, 2010)
Multiple (Strunk): petition January 17, 2010)
Multiple (Van Dreser): petition January 17, 2010)
Multiple (Weiskauf): petition January 17, 2010)
Tony Narduzzi (web form dated November 20, 2009)
Lorna Naugle (web form dated November 20, 2009)
Melba Nobriga (web form dated December 4, 2009)
Hal Nygaard (letter dated January 7, 2010)
Harold Nygaard (comment card undated)
Robert Olness (web form dated January 18, 2010)
Dave Osterman (web form dated January 18, 2010)
Lisa Osterman (web form dated January 18, 2010)
Chris Ostlund (web form dated November 18, 2009)
Billie Otis (web form dated January 19, 2010)
Steve and Sue Page (web form dated December 31, 2009)
Clarence Parkison (web form dated January 20, 2010)
Pamela Passanisi (web form dated January 3, 2010)
Michele Paulo (web form dated December 8, 2009)
George Pavel (web form dated January 14, 2010)
Lindsay Pavel (web form dated January 14, 2010)
Michael Peel (web form dated December 17, 2009)
Ken Perine (web form dated November 30, 2009)
John Perreira (comment card undated)
Paul Petach (web form dated November 17, 2009)
Christine Petro (web form dated January 2, 2010)
Anne Pfaff-Doss (web form dated December 16, 2009)
John Phillips (web form dated December 25, 2009)
Don Pickett (web form dated December 3, 2009)
Lawrence Pingree (web form dated December 22, 2009)
John Pitts (comment card undated)

John and Sharon Pizer (web form dated January 20, 2010)

John Plummer (web form dated January 21, 2010)

Roland Portman (web form dated January 19, 2010)

Marge and Bruce Potter (web form dated November 19, 2009)

Barbara Proctor (web form dated January 6, 2010)

Richard Pugh (web form dated January 21, 2010)

Michael Radovolsky (web form dated December 29, 2009)

Mauro Ramirez (web form dated January 21, 2010)

Thomas Ramos (letter dated December 2, 2009)

Stephanie Rebiejo (web form dated January 14, 2010)

Luana Reichard (web form dated December 28, 2009)

Susan Reid (comment card undated)

RKP (web form dated November 25, 2009)

Robert Robb (web form dated November 30, 2009)

Dave Robinson (web form dated December 9, 2009)

Rocketman (no other name provided) (web form dated December 31, 2009)

Scott and Ann-Marie Rohe (web form dated November 17, 2009)

Brenda Rose (web form dated January 21, 2010)

Albert Rothman (web form dated January 15, 2010)

Wendy Rovira (web form dated January 6, 2010)

Cory Rutherglen (web form dated November 12, 2009)

Ruth Ryan-Hanlon (letter dated December 31, 2009)

Richard Ryon (web form dated January 21, 2010)

Amit Saini (web form dated November 12, 2009)

Patty Santin (web form dated January 12, 2010)

Carlotta Schauer (web form dated January 21, 2010)

Carlotta Schauer (web form dated January 21, 2010)

Dale Schauer (web form dated January 21, 2010)

Jim Schmidt (web form dated January 17, 2010)

Jim Schmidt (comment card undated)

Susan Schmidt (web form dated December 10, 2009)

Tania Selden (web form dated January 21, 2010)

Sobhy (no last name) (web form dated January 8, 2010)

Henry Shay (web form dated November 12, 2009)

Michael Sheaffer (web form dated November 20, 2009)

Gregg Shephard (web form dated January 23, 2010)

Ralph Sherman (web form dated January 19, 2010)

Kirk Short (web form dated November 29, 2009)

Doris Sidwell (letter dated January 1, 2010)

Annie Smith (letter dated January 2, 2010)

Judith Smith (web form dated January 4, 2010)

Lee Smith (web form dated January 20, 2010)

Mike Smith (letter dated January 0, 1900)

Neil Smith (web form dated January 3, 2010)

Richard Smith (web form dated January 16, 2010)

Vanessa Smith (web form dated November 9, 2009)

Walter Sokoloski (web form dated January 20, 2010)

Ann Sorensen (web form dated January 18, 2010)

Paul Sorensen (web form dated January 18, 2010)

Clark Streeter (web form dated January 16, 2010)

Kathleen Streeter (web form dated January 16, 2010)

Anne Stuart (web form dated November 22, 2009)

K Swayne (web form dated December 31, 2009)

Robert Sygiel (web form dated January 4, 2010)

Judy Symcox (web form dated January 20, 2010)

B. Tabak (comment card undated)

Vic Taugher (web form dated January 13, 2010)

Charlie Thiel (web form dated December 31, 2009)

Preston Thompson (web form dated November 20, 2009)

Tom Thomson (web form dated December 13, 2009)

Tatiana Tigryenok (web form dated December 29, 2009)

Linda Tinney (web form dated January 19, 2010)

Steve Townsend (web form dated December 29, 2009)

Tramodol (web form dated December 18, 2009)

Larry Trummel (web form dated December 26, 2009)

Pauline Trummel (web form dated December 26, 2009)

Heather Truro (web form dated January 11, 2010)

Janis Turner (web form dated January 19, 2010)

Alexis Valencia (web form dated January 8, 2010)

Kathy Van Houten (web form dated November 6, 2009)

Denise Van Leuvan (web form dated December 10, 2009)

Ken Varallo (web form dated November 20, 2009)
Gordon Vaughan (comment card undated)
Nilda Vitalicia (letter dated December 28, 2009)
Donna Wagner (web form dated January 13, 2010)
Sue Walker (web form dated December 3, 2009)
Jonathan Wasilausky (web form dated January 6, 2010)
Yolanda Weaver (web form dated December 21, 2009)
Eva Westerlin (web form dated January 21, 2010)
Joyce Wheaton (web form dated January 25, 2010)
Charles Wiedel (web form dated January 7, 2010)
Dave Williams (comment card undated)
Dustin Williams (web form dated November 16, 2009)
Stephanie Wilson-Goure (web form dated January 10, 2010)
George Winchell (web form dated December 3, 2009)
Jamee Winchell (web form dated December 3, 2009)
Wiseguy (no other name provided) (web form dated December 31, 2009)
Troy Witt (web form dated November 16, 2009)
John Wolf (web form dated January 25, 2010)
Keith Wong (web form dated November 29, 2009)
Arleen Wood (web form dated January 8, 2010)
Milton Yee (web form dated January 21, 2010)
LaVonne Youel (web form dated January 6, 2010)
Melanie Young (web form dated December 28, 2009)
Marge and Dave Zeterberg (web form dated December 20, 2009)
David and Rosie Zieker (web form dated January 4, 2010)

Section 3

Master Responses

This section provides Master Responses to comments that were raised on multiple occasions and warrant a single comprehensive response to address the following issues:

Master Response 1: Purpose of a Program EIR Compared to a Project EIR

Master Response 2: Ridership and Vehicle Miles of Travel Projections

Master Response 3: Chain of Lakes/EI Charro Road Alignment

Master Response 4: Staples Ranch

Master Response 5: Downtown Livermore Station

Master Response 6: Safety and Security around BART Stations

Master Response 7: Biological Sensitivity of the Greenville Yard Area

Master Response 8: Funding the BART to Livermore Extension.

MASTER RESPONSE 1: PURPOSE OF A PROGRAM EIR COMPARED TO A PROJECT EIR

A number of comments concern the appropriate level of detail for analysis of impacts and mitigation measures in a programmatic environmental document. This Master Response addresses those issues.

BART has elected to undertake a tiered analysis of the extension of transit service to Livermore, commencing with the preparation of this Program Environmental Impact Report (EIR) to assist decision-makers and the public in evaluating various alternative routes and station locations. The Draft Program EIR examined nine different alignment alternatives, and the Final Program EIR adds a tenth “hybrid” alternative combining portions of the alignments from two alternatives in the Draft Program EIR (see Section 1.4, New Alternative 2b – Portola-Vasco). The information and analysis contained in this Final Program EIR will be considered by the BART Board of Directors in evaluating and selecting a preferred alternative that best serves the objectives of the BART to Livermore Extension Program.

Preparation of a program EIR is expressly authorized by the California Environmental Quality Act (CEQA) and is particularly useful for evaluating the environmental impacts of broad policy-level decisions early in the project development process, at a point in time when the impacts of such decisions need to be understood before further commitment of public resources is made. A first-tier or program EIR generally is limited to the analytical information needed to make a general decision, such as a preferred alignment within a wide corridor. More detailed analysis can be deferred to a second-tier or project-level EIR, which incorporates by reference the discussion in the prior program EIR and adds further analysis of impacts and mitigation measures as appropriate for a more advanced stage of project development. Examples of such project-level analysis include impacts and mitigation measures

that are site-specific or tailored to a more refined project description than that available at the program stage. Such tiered review helps an agency to focus on the issues which are ripe for decision and reserve for later consideration issues that are not yet ripe, as well as avoiding repetition by reserving discussion of more specific issues to the project-level EIR.

In this case, BART is using the Program EIR to evaluate, at a broad level, the environmental consequences of selecting a general alignment and station locations for extending transit service to Livermore. Accordingly, the scope of the Program EIR is tailored to the nature of the decision to be made among potential alignments, consistent with the concept of tiering under CEQA. In particular, the Program EIR focuses most closely on impacts specific to some alignment alternatives or station locations and not others, to help decision-makers and the public discriminate among the alternatives. These key differences provide the type of information that is needed to make the overall choice of a preferred alignment. In order to do so, the alignment alternatives include conceptual locations for stations and yard facilities. However, BART is not yet selecting a precise footprint for improvements, and the preferred alignment selected through the Program EIR process will be subject to further refinement. Similarly, the station and maintenance facility locations delineate large areas that are sufficient to accommodate the activities and functions that occur at these facilities (e.g., station, entry plaza, parking, ingress and egress points, etc.), but do not specify where within those large footprints the different activities and functions would be sited. As provided by CEQA Section 21068.5, the future project-level EIR will “concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report.” The project EIR will consider impacts and mitigations related to specific locations and designs for station and yard facilities, as well as alternative technologies such as standard BART trains and bus service, and may consider other issues as appropriate based on circumstances and available information at that time.

The Program EIR similarly identifies mitigation measures at a broad level, to be further refined in the project EIR based on a more detailed and specific project design. Some comments suggest that the mitigation strategies in the Program EIR are too general and that the Final Program EIR should be revised to make them more specific. The Program EIR identifies general mitigation strategies intended to avoid or reduce potentially significant environmental impacts. BART will consider and refine these general strategies into more specific mitigation measures in the future project-level EIR, prior to constructing a BART to Livermore extension. In many cases, the mitigation strategies identified have been utilized effectively by BART when implementing other projects, justifying reliance on such actions in the Program EIR. However, while a program EIR should not defer analysis of reasonably foreseeable impacts, the level of detail of impact analysis and proposed mitigation measures should correspond to the level of detail of the program under consideration.¹ At the program stage, it would be premature to develop highly detailed, site-specific mitigation measures, which must be tailored to the project as ultimately proposed. In such instances, the Program EIR identifies the issue and provides for more detailed mitigation measures to be determined at the project level, when more detailed engineering and environmental analysis on the preferred alignment is available. In addition,

¹ CEQA Guidelines (14 Cal. Code Regs.) Section 15152(b).

the project EIR will re-evaluate all impacts identified as potentially significant and unavoidable in the Program EIR and consider whether mitigation for such impacts may be feasible under the project-specific circumstances.

This approach does not represent improper “deferred mitigation” as suggested by some commentors. It is inherent in the concept of tiering that detailed analysis and identification of mitigation measures will be left to project EIRs prepared after the programmatic policy decision has been determined. The California Supreme Court recently upheld this principle in *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1176, concluding that it is appropriate at a programmatic level to identify and analyze environmental effects in general terms, and to identify broadly-defined mitigation measures in the program EIR which can be incorporated into and refined by later-tier, project-level analysis. Requiring a greater level of detail at the programmatic level would undermine the purpose of tiering and burden the program EIR with speculation on details that cannot feasibly be determined with reasonable specificity until the project stage, when a specific project can be more fully described and considered.

MASTER RESPONSE 2: RIDERSHIP AND VEHICLE MILES OF TRAVEL PROJECTIONS

A number of the comments received were concerned the methodology used to estimate ridership on the BART extension alternatives, as well as how related measures of travel demand such as vehicle miles of travel were calculated. This Master Response addresses those issues.

The Alameda County Congestion Management Agency (ACCMA) countywide transportation model was used to develop the ridership forecasts for each of the extension alternatives and for the No Build Alternative. The year 2007/2008 version of the model was used and refined to capture travel patterns in the BART to Livermore Extension study area. This is the latest version of the model. The ACCMA model includes San Joaquin County. As such, the forecasts in the Draft Program EIR accounted for the future travel demand by both auto and transit from San Joaquin County via the Altamont Pass. The model is an adaptation of the regional Metropolitan Transportation Commission (MTC) travel model, so that it also includes the other eight Bay Area counties including Contra Costa County. In particular, this means that travel demands between Eastern Contra Costa County and the Tri-Valley via Vasco Road are also fully represented in the model.

A more detailed discussion of the model and the modeling techniques that were used to produce the travel demand forecasts is provided in the *BART to Livermore Extension Draft Program EIR Transportation Technical Report* dated November 18, 2009. Some of that information is provided here to respond to comments regarding the model assumptions, the ridership forecasts, the traffic forecasts, and the forecasts of vehicle miles of travel.

Model Overview

The ACCMA countywide travel demand model is based on the regional travel model for the Bay Area maintained by the MTC. The model was created in 2005/2006 and updated in 2007/2008. The ACCMA countywide model uses the Cube/Voyager/TP+ software system. The travel demand model is comprised of the nine Bay Area counties plus San Joaquin County. The nine Bay Area counties include: Marin, Napa, Sonoma, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco.

The ACCMA model is a conventional four step travel demand model which includes the standard four steps:

1. Trip generation,
2. Trip distribution,
3. Mode choice, and
4. Trip assignment.

The mode choice model uses a feedback process to evaluate the congestion levels from the initial AM peak two-hour traffic assignment. This information is then used to estimate the roadway travel times compared to the transit travel times for the mode choice process. The model then adjusts the transit forecast to reflect the updated highway congestion information. The model consists of 2,691 traffic analysis zones with 1,403 zones in Alameda County and 26 zones in San Joaquin County. The zonal structure outside Alameda County is based on the original MTC model zonal structure. San Joaquin County was included as an internal area in the ACCMA model, while the MTC model considers trips from San Joaquin County as external trips only. By making the trips from San Joaquin County internal to the model, a higher degree of accuracy is achieved, as interactions between San Joaquin County and the Bay Area can be simulated in the model.

Model Validation

The travel demand model has been validated to ensure that the model volumes and other Measures of Effectiveness outputs are consistent with the real world situation. Model calibration compares model outputs (auto ownership, trip generation, trip distribution, and mode choice) to observed conditions (traffic/transit ridership counts) and to the MTC Regional Model (trip summaries by County). During calibration, adjustments are made to the calibrated parameters such as auto ownership, trip generation rates, and distribution factors to more closely match observed and MTC Regional Model results. Once validated, the model can be used to predict future travel patterns with a high degree of confidence. As such, the ACCMA model went through several rounds of calibration, validation, and review by the ACCMA Model Task Force, starting October 26, 2006 and finishing on February 7, 2007. For more detail on the specific model validation results and statistics, see the *BART to Livermore Extension Draft Program EIR Transportation Technical Report*.

Land Use Assumptions

Travel forecasts were prepared for a 2035 forecast year. The land use forecasts for the Bay Area that are used in the ACCMA model were based on ABAG *Projections 2007* for the 2035 forecast year. These projections were developed through an extensive review of land uses and socioeconomic data by local jurisdictions. Specifically, local jurisdictions in Alameda County provided geographic reallocations of growth assumptions within their jurisdictions to ABAG to be consistent with their local General Plans. Land use forecasts in San Joaquin County were provided by the San Joaquin County Council of Governments.

Several commentors noted that the land use projections for the year 2035 assumed that growth would be limited to the areas within the designated Livermore Urban Growth Boundaries (UGB), and that growth would not be assumed outside these boundaries. The concern was that potential development beyond the UGB which might be stimulated by the presence of a nearby BART station was not taken into account. Changing the UGB requires approval of a ballot measure by Livermore voters. Therefore, for transportation modeling purposes, it would not be prudent to assume that because a BART station is proposed next to the UGB that the voters would support moving the boundary to accommodate potential growth. This approach to handling potential growth around the future BART station sites is also consistent with the land use analyses presented in Section 3.3, Land Use, in the Draft Program EIR. Under Impact LU-4, beginning on page 3.3-55, it is recognized that a BART station has the potential to attract additional development, but there are a number of steps that must occur before such growth could be realized. The outcome of whether the requisite approvals are obtained is speculative and to include such potential growth would overestimate potential ridership.

Transit and Highway Network

The transit ridership and highway travel forecasts were based on the existing BART network plus the BART projects contained in MTC's financially constrained Regional Transportation Plan (RTP) prepared in 2002. The RTP included the BART extension from Fremont to the Warm Springs Station. However, MTC excluded the Silicon Valley Rapid Transit Project from the network assumptions because it was unfunded. MTC's current RTP is the Transportation 2035 Plan adopted in April 2009; the 2035 network in this financially constrained RTP includes the BART extensions from Fremont to Warm Springs and from Warm Springs to San Jose/Santa Clara. An updated, validated ACCMA model was not available when the BART to Livermore Extension Draft Program EIR was issued in November 2009, and is still not available. Moreover, in April 2010, the Federal Transit Administration and Santa Clara Valley Transportation Authority issued a Final Environmental Impact Statement which evaluates a shorter Berryessa Extension Project in addition to the extension to San Jose/Santa Clara, suggesting that the project may not extend to downtown San Jose in its initial phase.

It is important to note that for a program EIR the objective is to provide a fair comparison of the alternatives under consideration. As all the alternatives were tested using the same transit network, the fact that the BART extension to San Jose/Santa Clara was not included should not have any impact on the findings of the comparative analysis. A BART extension to San Jose/Santa Clara could feasibly

draw some ridership away from the Altamont Commuter Express (ACE), since ACE services currently extend to San Jose. However, ACE serves a different portion of Santa Clara County from that which would be served by BART, so it is unlikely that the impact on the ACE ridership would be great. All of the alternatives for the BART to Livermore have an ACE connection, with the exception of Alternative 4 — Isabel/I-580, so any ridership impact would be similar for each of them. For Alternative 4, ACE riders would not be able to transfer to BART which could result in slightly lower ridership gain from a BART to San Jose/Santa Clara extension than for the other alternatives. In comparison to the total ridership on this alternative, the expected change would be minor and would not affect the relative ranking of the alternatives and, thus, the ability of the BART Board of Directors to select a preferred alignment.

Incremental Transit Assignment

The ACCMA travel model (as well as the MTC model and many other travel models) uses an “all-or-nothing” transit assignment. All transit trips between an origin and a destination are assigned to the single shortest path. This means that, once a certain number of BART riders decide to go from their points of origin to BART by driving, the model assumes that they will all drive to the nearest station. This approach can result in significant overloading at one station and no trips through another station, with no regard for the effect on parking at the overloaded station.

In reality, the trip distribution is a dynamic process, which is affected by both the travel time to the BART station and the time needed to access parking once the driver arrives there. The parking time at a station is a component of the total trip time. When many vehicles park at a certain station, the parking time increases as the parking distance from the station increases. The result is that the later-arriving riders will redirect to stations further away, where the increased time to drive there is less than the increased time to park at the closest station. This point was made by a number of commentors who questioned how riders were assigned to particular stations and whether parking availability was considered in the assignment. The modeling process did not place any constraint on the availability of parking at a given station. This provides an estimate of ridership demand which is not limited by the amount of parking. In turn, this approach provides an estimate of how much parking would be needed to accommodate the forecast demand at each station.

To better represent the trip allocation associated with parking access times, the transportation modelers for the BART to Livermore Program EIR developed an incremental transit assignment for park-and-ride trips. The incremental transit assignment divides the park-and-ride trips between each origin and destination into a series of time periods, assuming that the earlier drivers will go to the closest BART station and the later drivers will go to more distant stations, in proportion to the number of vehicles already parked at the closer stations. This method was applied to peak period park-and-ride trips to the BART stations in the study area (Dublin, Pleasanton, and Livermore), in order to forecast the ridership by station in a more realistic way.

Vehicle Miles of Travel (VMT)

Vehicle Miles of Travel (VMT) is calculated as the number of vehicles on a roadway segment multiplied by the length of the segment, summed over all road segments in a certain geographic area. For ACCMA modeling purposes, the California Department of Transportation (Caltrans) Highway Performance Monitoring System (HPMS) estimates daily VMT for each county throughout California based on a sample of traffic counts on various roadway types. VMT is calculated from the ACCMA model by multiplying link volumes (the number of vehicles on a given roadway link) by link distances (the length of the roadway link).

Generally, a transit improvement such as the BART to Livermore Extension Program will result in a reduction in the total VMT compared to the No Build Alternative, because auto drivers and passengers elect to use the new transit service instead of driving. These VMT savings may be somewhat offset by drivers who have to drive out of their normal commuter direction in order to use one of the stations. For example, if a driver from Livermore were to use the Greenville East Station (Alternative 1) instead of driving from home to work in Downtown Oakland, there would be a savings in VMT for their trip on BART. However, there would also be a smaller increase in VMT for the added distance they would drive from home to reach the Greenville East Station, reducing the total amount of VMT savings. The modeling for the BART to Livermore Program EIR takes such offsets into account, in order to accurately present the expected VMT reductions from extending BART service to this region.

MASTER RESPONSE 3: CHAIN OF LAKES/EL CHARRO ROAD ALIGNMENT

Five of the extension alternatives analyzed in the Draft Program EIR would traverse El Charro Road, a private road providing truck access between I-580 and Stanley Boulevard for surrounding quarry operations. The BART extension alternatives (specifically, Alternatives 1a, 1b, 2a, 3a, and 5) propose an aerial structure through an area known as the Chain of Lakes. The Chain of Lakes is composed of aggregate pits (sand and gravel mining), which are located both east and west of El Charro Road. The quarried pits are gradually being filled with water, providing a surface water storage and conveyance system and flood control for the County of Alameda Flood Control and Water Conservation District Zone 7 (Zone 7).

Several commentors questioned the viability of a Chain of Lakes/El Charro Road alignment due to concerns about engineering feasibility, environmental impacts, and conflicts with future plans and mineral extraction. In fact, because of these considerations, many of these commentors, including several public agency stakeholders, have expressed opposition to this alignment. This Master Response addresses these concerns about the Chain of Lakes/El Charro Road alignment.

For those comments that are concerned about the degree of detail in the analysis in the Draft Program EIR, please refer to Master Response 1, Purpose of a Program EIR Compared to a Project EIR, which discusses the degree of detail appropriate for a program-level document compared to the level of analysis that will be provided in a subsequent, project-level document. For those comments regarding

the effects of a BART extension alternative on the Stoneridge Drive Specific Plan Amendment/Staples Ranch Project, which borders El Charro Road, please refer to Master Response 4.

Engineering Feasibility and Design

While further geotechnical investigations will be necessary for project-level design if this alignment were selected as the preferred route, the alignment through the Chain of Lakes is feasible from an engineering and constructability perspective. This assessment is based on available geologic and seismic data, including current site reconnaissance and information from earlier, numerous site borings throughout the Chain of Lakes area.

All alignments traversing the Chain of Lakes area are anticipated to be in a 3.3-mile aerial structure. The aerial segment would begin where the alignment departs I-580 just west of El Charro Road, extend along existing El Charro Road and Quarry Road alignments southeasterly through the Chain of Lakes, and then turn easterly adjacent to the UPRR rail line paralleling Stanley Boulevard. The sandy soil throughout this area would necessitate employing subsurface, steel-pipe piles (different from the standard concrete piles) in the below-grade footings to support the columns and aerial guideway. These steel-pipe piles would be the same 70-foot length as standard BART concrete piles. Liquefaction susceptibility was fully considered in the selection of these non-standard piles.

The entire foundation comprised of these non-standard piles would be below grade just like the foundation for a standard BART column. The average spacing between the columns using the non-standard piles would be 80 feet, just like with standard columns. Therefore, the columns and the entire aerial structure in the Chain of Lakes area would present the exact same appearance as would an aerial structure using standard piles for the foundation system.

Side slopes for the column foundations in the Chain of Lakes area are required to be 1:2 (vertical to horizontal). The horizontal distances between the column foundations and the bottom of the quarry pits are sufficient to achieve these required slopes. Therefore, the aerial alignment through the Chain of Lakes area would not require retaining walls.

The aerial alignment leaving I-580 would be on the west side of El Charro Road, passing over Stoneridge Drive before crossing over to the east side of El Charro Road and continuing through the quarry. This alignment would avoid the complexities of the intersection of El Charro Road, Stoneridge Drive, and Jack London Boulevard. Stoneridge Drive will be from 80 to 110 feet wide at this point, so that a BART aerial alignment through this section would most likely cross with a single, pre-cast-concrete span with supporting bents on each side of Stoneridge Drive. Further south, the alignment would cross El Charro Road at a skew angle, which may necessitate two spans, supported by a column in the median of El Charro Road, or a longer, more costly, single span.

In summary, the aerial alignment proposed along El Charro Road can be feasibly constructed, and despite geotechnical and soil limitations, they can be addressed through proper design. Notably, the design of the BART aerial guideway through the Chain of Lakes area for Alternatives 1a, 1b, 2a, 3a, and 5 assumes that by the time a BART extension alternative is implemented, the mineral resources

will have been removed and El Charro Road will have become a public street approximately along its present alignment. Under these conditions, no mineral resources along the present alignment of El Charro Road would be affected, because they would have already been extracted. If mineral resources remain along the present alignment of El Charro Road or in areas where the aerial structure diverged from the present alignment of El Charro Road, there could be mineral resources impacts, as more fully described below.

Environmental Impacts

Comments received on the environmental impacts of an aerial alignment along El Charro Road mostly concerned noise, vibration, and aesthetics.

Noise. Future noise level predictions were completed along the El Charro Road alignment for existing residential uses in the Draft Program EIR. Specifically, noise predictions along El Charro Road were completed at locations P14 and P15, which are located along El Charro Road, between I-580 and Stanley Boulevard, approximately 100 feet from the alignment (see Figures 3.10-7, 8, 10, 12, and 14, and Table 3.10-11). These locations acknowledge that there are two to three single family homes along this portion of the alignment and represent the only sensitive receptors along the El Charro Road alignment. The Draft Program EIR acknowledges an increase in the noise levels, which would exceed the established threshold for sensitive receptors. This is due mainly to the alignment departing from the I-580 median and entering into an area with a much quieter existing noise level (see page 3.10-43, paragraph 3).

With construction of the proposed alignment along El Charro Road, noise levels are predicted to increase 7.3 dBA L_{dn} and 16.5 dBA L_{dn} at locations P14 and P15, respectively. Mitigation Measure NO-1.1 is proposed, which includes installation of noise attenuation measures by BART to substantially reduce or avoid impacts related to noise; however, sufficient information is not available at the program-level to conclude with certainty that mitigation is feasible, or if measures are available to reduce all impacts to a less-than-significant level. Therefore, the noise impacts along the El Charro Road alignment are considered potentially significant and unavoidable (see page 3-10-52, paragraphs 2 and 3).

Master Response 4, Staples Ranch, discusses the potential for noise impacts to future residential receptors at the Staples Ranch site. Staples Ranch is a foreseeable future project, for which the City of Pleasanton certified an EIR in February 2009, and a Final Supplemental EIR is scheduled to be certified in June 2010, providing considerable detail on the planned development. By contrast, because there are no specific recreational plans known at this time through the Chain of Lakes area, the Draft Program EIR does not include a discussion of noise impacts on such future activities in the Chain of Lakes area.

Vibration. The Draft Program EIR acknowledges that along certain portions of the BART extension alternatives, groundborne vibration would be generated that could annoy nearby sensitive receptors. This is of particular concern where BART trains cross a "switch." Railroad switches allow trains to cross from one track to another, and these switches have gaps that increase vibration levels as a vehicle

crosses over the gaps (see page 3.10-65, paragraph 6). These switches are usually located near stations and maintenance facilities. As the El Charro Road alignment would traverse El Charro Road in an aerial structure, and would not be near a station or maintenance facility, the BART trains would not cross a switch along El Charro Road. Vibration impacts would be less than significant along El Charro Road.

Aesthetics. Comments on the Draft Program EIR analysis of visual quality along El Charro Road can generally be broken into two categories: 1) comments questioning whether the aerial structure would have a significant impact on the Staples Ranch area; and 2) comments questioning whether the aerial structure would have a significant impact on the visual quality of existing conditions along El Charro Road. For those comments on the Staples Ranch area, please refer to Master Response 4, Staples Ranch.

The Draft Program EIR acknowledges that the proposed aerial structure would be a large structure and noticeable; however, the aerial structure in the stretch where it is within and proximate to I-580 would be visually compatible with the existing overpasses and ramps associated with I-580. Further south along El Charro Road, the area adjacent to the alignment is sparsely vegetated and surrounded by flat quarry land with low visual quality (see page 3.5-25, paragraph 1, of the Draft Program EIR). To clarify the impact of the aerial structure along El Charro Road, the fifth and sixth sentences of the first paragraph of page 3.5-25 are revised as follows:

The aerial structure would be visually prominent ~~obtrusive~~ due to the fact that, unlike the area around the intersection of El Charro Road and I-580, there is no existing transportation infrastructure of similar visual quality in the immediate area in an environment where no such existing structures exist. However, because this area ~~the aerial structure would be located in an area where the~~ is of low overall existing visual quality and largely devoid of built and natural features and scenic vantage points ~~is low~~, the aerial structure along El Charro Road would not result in a significant impact for this alternative.

As stated subsequently in the same section (Section 3.5, Visual Quality), the aerial structure would not obstruct views (see page 3.5-39, paragraph 3). The Draft Program EIR provides illustrations in Figure 3.5-12 and Figure 3.5-13 (see pages 3.5-26 and 3.5-27), which depict a conceptual rendering of the proposed aerial structure at El Charro Road and I-580, and El Charro Road and Stanley Boulevard, respectively. Due to the low visual quality of the area adjacent to El Charro Road, the aerial structure would not change or remove visually important landscaping or existing structures that would detract from the existing visual quality of the area along El Charro Road (see page 3.5-42, paragraph 4).

Visual Compatibility with Future Development Plans. Under CEQA, the visual impact analysis is concerned with alterations to public views and vantage points, rather than loss or obstruction of private views. Views of privately planned development are not considered scenic views protected by CEQA; however, the Draft Program EIR describes the effects of the aerial alignment on proposed commercial development at Staples Ranch because this concern was raised during the scoping meeting for the Program EIR (see page 3.5-39, paragraph 3).

In addition, many of these comments focused on how these impacts could affect planned and future developments along El Charro Road (i.e., Stoneridge Drive Specific Plan/Staples Ranch). Please see Master Response 4, Staples Ranch, for a discussion of the consideration of Staples Ranch, both as a cumulative project, and as a "future existing condition" with the potential for impacts to residents at the Staples Ranch site.

Compatibility with Future Recreational Plans. With regard to future recreational uses at the Chain of Lakes, BART acknowledges Zone 7's present and future ownership interests in the Chain of Lakes area; the Draft Program EIR notes the area's land use designation of Aggregate/Water Resource (see Figure 3.3-1 on page 3.3-5). In addition, BART acknowledges a present and future trail network at or near the Chain of Lakes/El Charro Road alignment.

As noted on page 3.3-1, paragraph 4, of the Draft Program EIR, the California Government Code, Section 53090, exempts BART from complying with local land use policies and plans. As a result of this exemption, inconsistencies with such policies would not be considered significant impacts under CEQA. However, BART has made an effort to include descriptions of all relevant county and city planning documents in Section 3.3, Land Use, of the Draft Program EIR (see pages 3.3-19 to 3.3-33). Zone 7 noted in its comments that there is a 1981 Specific Plan for *Livermore-Amador Valley Quarry Area Reclamation* (LAVQAR) that should be described in the Draft Program EIR. In response, the following text is inserted before the second paragraph of page 3.3-23 of the Draft Program EIR:

Alameda County Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR). Adopted in November 1981, LAVQAR is a plan for the reclamation, reuse, and rehabilitation of the 3,820-acre area between Pleasanton and Livermore designated for sand and gravel quarrying. LAVQAR was developed in response to the State Surface Mining and Reclamation Act of 1975, which requires reclamation plans for all mining operations conducted after January 1, 1976. The central concept of LAVQAR is the gradual transformation of quarried pits into a "chain of lakes" that will provide a surface water storage and conveyance system and flood control strategy for Zone 7. Under the terms of this reclamation agreement, quarry operators must dedicate mined-out pits, water management facilities, and supporting land areas to Zone 7 for ownership and management. Although some portions have already been dedicated to Zone 7, LAVQAR is a staged reclamation process by which mined-out lands will be dedicated to Zone 7 until the year 2030, when reserves are expected to be depleted.

Although station areas or yards would not encroach into this area, the El Charro Road alignment of Alternatives 1a, 1b, 2a, 3a, and 5 would traverse a part of this area. While the specific details of the future uses and activities envisioned by the LAVQAR remain speculative at this time, an aerial structure would not necessarily detract from the proposed water storage and flood control facility nor conflict with possible recreational uses considered for the mined-out quarry pits. However, this issue would be reevaluated in a BART to Livermore project EIR, if this alignment alternative is selected and the water storage and flood control facilities and recreational uses are in place at that time.

Study area land uses designated for resource management are identified in Figure 3.3-5 of the Draft Program EIR. The majority of land surrounding El Charro Road, from I-580 to the UPRR alignment, is designated for resource management in the East County Area General Plan (see page 3.3-31, paragraph 3). Currently, Zone 7 does not have any specific plans for recreational uses of the Chain of Lakes. As stated previously, the Program EIR properly addresses the impacts of a BART extension on existing conditions.

Page 3.3-19 of the Draft Program EIR, under Applicable Plans and Policies, is revised with the following text, and inserted after the second paragraph, to include a description of the East Bay Regional Parks District (EBRPD) Master Plan Map:

East Bay Regional Parks District (EBRPD) 2007 Master Plan Map. The EBRPD is currently updating the written portion of its 2007 Master Plan, which will ultimately define the District's vision, prioritize future expansion, and provide policies and guidelines to implement that expansion. Although the written portion of the Master Plan is not complete, the 2007 Master Plan Map has been officially adopted by the EBRPD Board of Directors. This map identifies potential future EBRPD parklands and trails, including several potential regional trails that would intersect the Chain of Lakes area. The El Charro aerial structure included in Alternatives 1a, 1b, 2a, 3a, and 5 would pass over these future trails and would not impede movement along the trails.

Future regional trails identified on the EBRPD 2007 Master Plan Map in proximity to the potential aerial BART structure along El Charro Road include the Doolan Canyon to I-580 trail, Arroyo Mocho trail, San Joaquin County to Shadow Cliffs trail, and Shadow Cliffs to Morgan Territory trail. Although the exact design and visual quality of these trails cannot be assessed since the 2007 Master Plan has not been adopted, it is assumed that the visual resources along these future trails would be generally equivalent to the existing visual resources in the area, as assessed in the Draft Program EIR. As indicated by Mitigation Measures TR-8.1 and TR-8.2, if the selected alignment analyzed in the project-level environmental review document is found to impact an existing or reasonably foreseeable trail, BART will adopt measures to reduce this impact.

Conflicts with Access to Mineral Extraction. Alternatives 1a, 1b, 2a, 3a, and 5 would pass through lands designated by the State and the County as regionally significant sources of construction-grade aggregate, and recognized by Livermore and Pleasanton as part of the LAVQAR, adopted in 1981. The analysis in Impact GEO-5, Loss of a Mineral Resource or Mineral Resource Recovery Site, beginning on page 3.7-46 of the Draft Program EIR, recognizes a potentially significant and unavoidable impact for Alternatives 3a and 5 due to loss of access to mineral resources within the Isabel/Stanley Station footprint.

The engineering design and the analysis in the Draft Program EIR assumes that by the time a BART extension alternative is implemented, the mineral resources will have been removed and El Charro Road will have become a public street approximately along its present alignment. Under these conditions, no mineral resources along the present alignment of El Charro Road would be affected, because they would have already been extracted. However, if a BART extension alternative were to be

constructed in this area prior to 2030, when the resources are expected to be mined out, or mineral resources remain along the present alignment of El Charro Road or in areas where the aerial structure diverged from the present alignment of El Charro Road (an area roughly estimated to be about 4 acres), there could be mineral resources impacts. The loss of access to these mineral resource areas under these scenarios would need to be assessed in a project-level environmental review document if any of the alternatives along El Charro Road were selected for further engineering development and environmental review. Although the actual loss of access to recoverable mineral resources would be relatively minor compared to the remaining resources in the Livermore-Amador Valley, there could be a significant impact, based on the area's being in a designated Resource Sector. If the BART Board selects one of these five alternatives as its preferred alternative, then further consultation with the quarry owners and the agencies involved in the Surface Mining and Reclamation Act and the LAVQAR Specific Plan would be warranted to determine the feasibility of mitigating the impacts.

MASTER RESPONSE 4: STAPLES RANCH

A number of comments raised concerns regarding the potential impacts that some BART to Livermore extension alignment alternatives could have on future development at Staples Ranch. As described in the Draft Program EIR (see page 3.1-10, paragraphs 2 and 3), Staples Ranch is a 124-acre undeveloped site just south of I-580 and west of El Charro Road, within Pleasanton's Sphere of Influence in unincorporated Alameda County. The Staples Ranch site was proposed for development under the Stoneridge Drive Specific Plan, which was adopted by the City of Pleasanton in 1989. At that time, the Staples Ranch site was designated for a mix of uses including service commercial/light industrial, commercial, and park uses.

Status of Staples Ranch Plans

The Draft Program EIR notes on page 3.1-10, that an amendment to the Stoneridge Drive Specific Plan was approved and an EIR was certified for the Staples Ranch project in February 2009 by the City of Pleasanton. The project EIR and amended plan allows for development of an auto mall, a senior care community, retail and commercial uses, and a community park on the Staples Ranch site. However, in response to new information obtained since certification of the Staples Ranch EIR, Pleasanton determined that it was necessary to prepare a Draft Supplemental EIR (SEIR) before adopting the project. The Staples Ranch Draft SEIR was released for public review in November 2009 and the review period closed in December 2009. The Final SEIR is scheduled to be certified in June 2010.

CEQA Definition of Baseline Conditions

CEQA Guidelines Section 15125(a) states that the environmental setting or "baseline" for an EIR normally consists of the physical environmental conditions in the vicinity of the project site as they exist at the time the Notice of Preparation (NOP) is published. The NOP for the BART to Livermore Draft Program EIR was released in June 2008, prior to certification and approval of the Staples Ranch SEIR in February 2009. At that time, the Staples Ranch site was vacant, as it remains today. Moreover, as of June 2008, the adopted Stoneridge Drive Specific Plan identified only commercial and

light industrial land uses for the Staples Ranch site. Accordingly, strictly speaking, the Draft Program EIR was not required to consider impacts of extending BART to Livermore on potential future development at Staples Ranch, which is not yet part of the existing environment.

Nevertheless, in response to comments and under the circumstances, BART believes it is appropriate to discuss the potential for impacts to future occupants of Staples Ranch for the benefit of decision-makers and the public. From the comments received on the Draft Program EIR and discussions among BART and City of Pleasanton staff, it is clear that there is a high degree of interest and concern regarding this issue. Moreover, in light of the City's recent approval of the Staples Ranch SEIR and project, it appears likely that development may occur by the time BART prepares a project-level EIR and adopts a project extending BART to Livermore. However, by that time BART will have selected the preferred alignment alternative, and it will be too late for a project-level analysis of impacts on Staples Ranch to inform the choice of alignment. Recent CEQA cases, including the California Supreme Court's decision in *Communities for a Better Environment v. South Coast Air Quality Management District*, emphasize that an EIR should not mechanically rely on a "snapshot" of conditions at the time of the NOP to provide the baseline, if those conditions are not representative of expected conditions based on longer term information. In particular, the cases suggest that when existing conditions are expected to change during the period of environmental review, it may be more appropriate to compare the project's impacts to predicted conditions as of the expected date of project approval, rather than to conditions at the time CEQA review began. Therefore, in order for the Final Program EIR to provide a basis for an informed decision on the environmental consequences of selecting a preferred alignment alternative, the discussion below addresses the Staples Ranch development as if it were a "future existing condition." However, it should be emphasized that these are unusual circumstances, resulting from the nearly coinciding timing of the City's SEIR and project adoption with BART's Program EIR and preferred alignment selection. It remains true that, generally, potential future development that may be in the planning stage, but does not yet exist, does not form part of the environmental setting or baseline for analysis of project-level impacts.

It is important to note that, separate from the concept of "baseline" or existing conditions, CEQA also requires reasonably foreseeable future projects to be considered in the analysis of cumulative impacts. In other words, BART must consider the cumulative effects of an extension to Livermore, *together with* reasonably foreseeable future development, on *other* receptors and land uses which already exist in the study area. Since a proposal was in place to amend the Specific Plan and land uses at the Staples Ranch site, the Specific Plan Amendment and associated land uses were considered to be a reasonably foreseeable project under CEQA for the BART to Livermore Extension Program EIR. Accordingly, the Staples Ranch project is listed as a "cumulative project" on page 3.1-10 in the Draft Program EIR and is among the reasonably foreseeable future projects included in the cumulative impacts analysis throughout the document. In addition, the Staples Ranch project is considered part of the No Build Alternative, which also includes reasonably foreseeable future projects. In addition, as noted on pages 3.2-36 and 3.2-37 of the Draft Program EIR, the Stoneridge Drive extension, which would extend through the Staples Ranch site, was included in the No Build Alternative.

Impacts on Future Staples Ranch Development

Consistent with the foregoing discussion, the following information about potential impacts from the BART to Livermore extension alternatives on future receptors at the Staples Ranch site is presented to provide a basis for an informed decision on the environmental consequences of constructing the extension alternatives and the selection of a preferred alternative. The analysis of impacts at the Staples Ranch site are based on comments received on the BART to Livermore Extension Draft Program EIR related to the Staples Ranch site from the City of Pleasanton, Pleasanton Chamber of Commerce, and future developers at the Staples Ranch site. In particular, the concerns raised are related to land use, visual quality, traffic, noise, and air quality. Each of these topics, as they relate to the comments received on the Draft Program EIR, are briefly discussed below. For reference, Figure 3-1 presented below, has been created to show the El Charro Road alignments in relation to the conceptual site plan presented in the Draft Program EIR for the Staples Ranch site. As shown, the BART alignment would cross the Staples Ranch site in the northwest corner of the site, in an area designated for parking and landscaping at the proposed auto mall.

Land Use. The Draft Program EIR Section 3.3, Land Use, provided figures showing the existing land uses in the study area, special planning areas, and General Plan designations. The figures in Section 3.3, Land Use, of the Draft Program EIR reflect the adopted land use designations at the time of the NOP and show the Staples Ranch site to be vacant. However, since the time of the NOP the Stoneridge Drive Specific Plan has been amended and approved by the City of Pleasanton. Therefore, to reflect the most current amendments to the land use designations by the City of Pleasanton, Figure 3.3-5 from the Draft Program EIR has been updated to reflect the changes to the Staples Ranch site. (See Section 6, Revisions to the Draft Program EIR.)

Visual Quality. Comments received on visual quality included concerns about potential impacts to visual resources at Staples Ranch and impacts to views for future Staples Ranch continuing care community residents, pedestrians, and trail and park users. Under Alternatives 1a, 1b, 2a, 3a, and 5, BART would transition from an at-grade configuration in the I-580 median into an aerial configuration adjacent the Staples Ranch continuing care community site. These alternatives would continue in a 3.3-mile continuous aerial structure from the I-580 break-out just west of El Charro Road, around the planned Staples Ranch auto mall, and then continue southeasterly above the existing El Charro Road, over the Chain of Lakes. The following analysis presents visual impacts to the Staples Ranch site associated with this aerial configuration.

Visual Compatibility. As explained on page 3.5-14 of the Draft Program EIR (first bullet point), factors that influence the CEQA visual compatibility analysis include the physical layout and scale of constructed features as compared to that of existing features, differences in building mass and form, and the introduction of obtrusive elements that are substantially out of character with the surrounding setting.



Source: WSA; Alameda County Surplus Property Authority, and AECOM, 2010.

STAPLES RANCH CONCEPTUAL SITE PLAN AND ADJACENT BART ALIGNMENT ALTERNATIVES
 FIGURE 3-1

The Draft Program EIR discusses potential impacts associated with visual compatibility of the aerial configuration along El Charro Road on pages 3.5-25 through 3.5-36. For each of the five alternatives that contain the aerial structure, the Draft Program EIR states that the proposed aerial structure would be visually prominent, yet compatible with existing highway overpasses and ramps. Buildout of Staples Ranch would not increase the visual incompatibility or prominence of the aerial structure. Although the rise in the aerial structure would begin adjacent to the Staples Ranch residential continuing care community, its approximately 30-foot height at this point, combined with its location in the median and behind the 28-foot tall sound wall structure (to be developed as part of Staples Ranch), would prevent it from appearing significantly out of scale or visually dominant. Further east, the aerial structure would increase in height to approximately 40-feet high to the west of the existing El Charro overpass. Here, the 37-acre auto mall and 11-acre retail center would be dominated by hardscaped surfaces; parking lots full of new automobiles; tall, freeway-oriented signage and large, boxy auto showroom structures. The aerial transit structure would not be incompatible or out of scale with this expansive built landscape. The Draft Program EIR provided a photo simulation with the auto mall signage and freeway overpass in Figure 3.5-19 (page 3.5-41). Moreover, the aerial structure would not run directly over either of these properties, but would skirt their northern and eastern boundaries above existing freeway infrastructure and roadways that form the natural boundary of the Staples Ranch site. This layout further ensures that the aerial structure would not be incompatible with or visually intrude onto that portion of the Staples Ranch site.

Finally, the five-acre Staples Ranch neighborhood park would be entirely separated and effectively distanced from the aerial structure by the 37-acre auto mall, while the majority of the 17-acre community park would be separated from the aerial structure by the 11-acre retail center. Here, the height of the aerial structure would ensure that it is visually striking. However, the linear form and minimal footprint of the structure, its location at the natural boundary of the Staples Ranch site rather than directly above either of the parks, and the fact that both parks would be developed immediately adjacent to two large, auto-oriented commercial sites, mean that the aerial structure would not result in a significant incompatibility impact.

For these reasons, the analysis of impacts related to visual compatibility for Alternatives 1a, 1b, 2a, 3a, and 5 are consistent with those originally reported in the Draft Program EIR. Alternatives 1a, 1b, 2a, and 3a would have potentially significant and unavoidable impacts related to other sections of their alignments, while the impact of Alternative 5 would be less than significant (see Table 3.5-1, page 3.5-18).

View Obstruction. As explained on page 3.5-14 of the Draft Program EIR (second bullet point), view obstruction refers to blockage of a natural, scenic vista from a business or residential area. An impact would be considered potentially significant if it were to have a substantial adverse effect on an important vista normally experienced by large numbers of people.

Conclusions of significance for view obstruction are largely the result of adverse affects on designated scenic vistas. The Pleasanton General Plan 2005-2025 does not identify any scenic routes or views in the study area (page 3.5-13, last paragraph) and, as illustrated on Figure 3.5-8 (page 3.5-12), there are

no City of Livermore designated scenic vistas from the area of the Staples Ranch site. The nearest designated vistas are south across I-580 from just west of Doolan Road and north from Vineyard Avenue just west of Isabel Avenue (page 3.5-11, bullet points).

As summarized in Table 3.5-1 (page 3.5-18), none of the alternatives were found to have significant impacts related to the obstruction of important views or scenic vistas. View obstruction is analyzed on pages 3.5-37 to 3.5-39, and the Draft Program EIR concludes that the El Charro aerial structure of Alternatives 1a, 1b, 2a, 3a, and 5 would not be of sufficiently high profile to affect long-range views to the south (page 3.5-38, paragraph 1) and would only intermittently interrupt views through and beneath it.

Development of Staples Ranch would not be located in a designated scenic corridor or vista, and therefore, the BART aerial structure would not impact scenic vistas to visitors and residents of Staples Ranch. Although the residential, recreational, and commercial components of the development mean that the aerial structure would be visible to large numbers of people, the form and height of the structure, combined with its proximity to the Staples Ranch site, preclude the structure from severely obstructing long range views. As noted, the aerial structure would not be at full height at the point north of the continuing care community, and would be positioned behind the 28-foot sound barrier. To the northeast and east of Staples Ranch, the structure would be taller and, thus, fully visible from the site. However, as stressed in the Draft Program EIR, visibility through and beneath the aerial structure would result in only intermittent view blockage. Visitors to the Staples Ranch auto mall and retail center would be near enough the structure such that views of the hills to the east and northeast would be maintained. While users of Staples Ranch parks would be further from the structure, their views would be dominated by the buildings, landscaping, and parking lots associated with the commercial components of Staples Ranch, immediately north and east of the parks. Visitors in the southern portion of the community park and those using the regional trail would have unobstructed eastward views of the aerial structure. Still, long range views from these areas would be largely maintained due to the spaced, pillared footprint and height of the aerial structure.

For these reasons, the analysis of impacts related to view obstruction for Alternatives 1a, 1b, 2a, 3a, and 5 are consistent with those originally reported in the Draft Program EIR. All five alternatives would have less-than-significant impacts (see Table 3.5-1, page 3.5-18).

Disturbance to Scenic Resources. As explained on page 3.5-14 of the Draft Program EIR (third bullet point), scenic resource disturbance refers to the disturbance or loss of characteristic visual amenities such as vegetation, rock outcroppings, visual landmarks or historic resources.

The Draft Program EIR discusses potential impacts associated with disturbance of scenic resources caused by the El Charro aerial configuration on page 3.5-42. It concludes that the structure would not change or remove visually important landscaping or existing structures that would detract from the overall visual quality of the area (paragraph 4). This conclusion would not change with buildout of Staples Ranch. Although development of Staples Ranch would significantly alter the visual character of the area from undeveloped to developed, it would not result in the addition of significant visual resources or unique, characteristic visual amenities that would be removed or disturbed by the aerial

structure. The continuing care center, auto mall, retail center, and parks are not unique visual amenities of historic or natural significance; similar examples of highway-oriented development and public parks can be found throughout the study area. In addition, as noted, the aerial structure has a minimal built footprint and would not pass directly above any of these elements. Thus, it would not result in the disturbance or removal of potential visual resources.

For these reasons, the analysis of impacts related to disturbance to scenic resources for Alternatives 1a, 1b, 2a, 3a, and 5 are consistent with those originally reported in the Draft Program EIR. All five alternatives would have less-than-significant impacts (see Table 3.5-1, page 3.5-18).

Light and Glare. As explained on page 3.5-15 of the Draft Program EIR (first bullet point), a potentially significant light- and glare-related impact would be based on the creation of a new source of substantial light or glare which would adversely impact day or nighttime views. The Draft Program EIR states that new sources of light would primarily be added at station areas and yards, and that lighting along trackways would not contribute to significant impacts related to light or glare (page 3.5-43, last paragraph). Because Staples Ranch is approximately two miles from the nearest station or yard, the analysis of impacts related to light and glare for Alternatives 1a, 1b, 2a, 3a, and 5 are consistent with those originally reported in the Draft Program EIR. All five alternatives would have potentially significant impacts that could be reduced to less-than-significant levels through mitigation, in the form of sensitive lighting specification and design (see Table 3.5-1, page 3.5-18).

Traffic. As noted the Draft Program EIR did identify the Stoneridge Drive Extension as a significant element of Pleasanton's circulation system. The development of the scope of the traffic analysis in the Draft Program EIR took into careful consideration the potential traffic impacts of the proposed BART extension alternatives. Generally these impacts fall into two categories:

1. Impacts of the proposed transit improvement on the regional and local traffic facilities in the corridor – As compared to the No-Build Alternative, each of the alternatives attract a number of auto drivers to use BART, which results in a beneficial effect. Traffic flows on I-580 and other major east-west routes in the Tri-Valley study area would be reduced as compared to the No Build Alternative.
2. Impacts of the traffic activity generated by the proposed new stations – New BART stations create a node of transportation activity and the increased traffic around the stations and on the key routes leading to and the stations can generate adverse traffic impacts.

Examining the Stoneridge Drive Extension and the traffic circulation in and around the Staples Ranch project area in light of the types of impacts noted above yields the following conclusions:

- Because each of the alternatives would have a beneficial impact on traffic on I-580 and Stoneridge Drive would extend parallel to I-580, it is likely that the BART extension alternatives would actually have a beneficial effect on future traffic conditions on Stoneridge Drive as compared to conditions under the No Build Alternative.
- Stoneridge Drive is not a direct access route to any of the proposed new BART stations associated with the alternatives. The closest BART station to Staples Ranch would be the

existing Dublin/Pleasanton BART Station. Because all of the alternatives result in less traffic at the Dublin/Pleasanton BART Station than that forecast for the No Build Alternative, it is unlikely that there would be any impact on Stoneridge Drive. It is more likely that given the implementation of one of the proposed alternatives, there would be a reduction in the traffic on Stoneridge Drive as compared to the No-Build Alternative.

Noise and Vibration. Comments received on the Draft Program EIR included concerns about potential noise impacts to future residents and park users at the Staples Ranch site. The Staples Ranch development would include residents as part of a senior care community. The land use map and conceptual site plans for the senior care community, as shown in the Staples Ranch EIR, indicate that residents at the senior care community would be located adjacent to I-580 and would also include a sound barrier consisting of a 20-foot tall berm and 8-foot tall wall constructed adjacent to I-580 to reduce traffic noise levels from the freeway. For the BART to Livermore extension alternatives that would run at-grade within the I-580 median near the Staples Ranch site (Alternatives 1, 2, 3, and 4), noise conditions at the senior care community would be similar to those analyzed for receptor P1 (see Draft Program EIR Figures 3.10-6, 3.10-9, 3.10-10, and 3.10-13). Therefore, impacts to receptors at Staples Ranch would be less than significant under each of these extension alternatives.

However, for Alternatives 1a, 1b, 2a, 3a, and 5, BART would be at-grade in the median of I-580 near the existing residential receptors west of Staples Ranch (receptor P1), and would transition into an aerial configuration adjacent to the Staples Ranch site while still in the median, continuing in an aerial configuration onto El Charro Road. Because the aerial transition involves a relatively tight curve from I-580 to El Charro Road, speeds on the aerial curve would be limited to 50 miles per hour. The following analysis presents noise impacts on the Staples Ranch site associated with the aerial configuration associated with Alternatives 1a, 1b, 2a, 3a, and 5.

Predicted future noise levels for the Staples Ranch site near I-580 and El Charro Road are presented in Table 3-1. As shown, future baseline noise levels near I-580 would be approximately 71 dBA L_{dn} at the proposed setback of the residential buildings (without a wall), approximately 58 dBA L_{dn} near the center of the Staples Ranch site (approximates future baseline noise levels for the east side of the senior care community facing El Charro Road), and approximately 55 dBA L_{eq} for areas near El Charro Road where the community park is proposed. Given the future baseline noise levels for the Staples Ranch site, the addition of BART train noise to baseline noise levels at the proposed residential and park locations would be less than the identified significance criteria for three of the four locations, as shown in Table 3-1.

Table 3-1
Predicted Noise Levels from BART Trains on Staples Ranch Land Uses
Along El Charro Road Alignments

Receptors at Staples Ranch Site	Distance From Tracks to Receptor (ft)	Future Baseline Noise Levels (dBA, L_{dn}/L_{eq}) ^{a, b}	Acceptable Noise (L_{dn}/L_{eq}) ^b (Moderate Impact, see Table 3.10-8a ^c)	Noise Level Generated by Alternative at Receptor (L_{dn}/L_{eq}) ^b (Train noise only)	Noise at Sensitive Receptors Exceeding Threshold?
Senior Care Community near I-580, no wall	270	71	< 66	63	No
Senior Care Community near I-580, assuming a 28-foot wall/berm is constructed	270	60	< 58	63	Yes
Senior Care Community facing El Charro Road to the East	1600	58	< 57	55	No
Community Park near El Charro Road	300	55	< 61	60	No

Source: ERM, 2010.

Notes:

- a. Based on traffic noise levels present in the Stoneridge Drive Specific Plan Amendment/Staples Ranch Draft EIR, 2008.
- b. Noise levels for senior care community based are shown in L_{dn} . Noise levels for the community park are shown in L_{eq} hourly.
- c. Acceptable Noise Criteria is based on the Federal Transit Administration's guidance for Category 2 and 3 uses.

The noise levels estimated in Table 3-1 for the senior care community without the proposed wall would be representative of the exterior noise levels at the upper stories of the residential buildings. However, because the senior care community also includes construction of a 28-foot sound barrier, it is estimated that ground-level noise levels at the senior care community would be reduced by approximately 11 dBA.² It is likely that the sound barrier would also result in a reduction of BART train noise at the ground level. However, since the BART alignment would be aerial at that point, the effectiveness of the sound barrier is difficult to determine, so to be conservative no reduction in train noise is assumed. It should be noted that this does not mean that the sound barriers would not result in any noise reductions; this assumption is only being made to provide a worst-case analysis. With reduced background noise levels at the senior care community, the contribution from the BART trains would be potentially significant, as shown in Table 3-1.

Note that for Alternatives 1a, 1b, 2a, 3a, and 5, a significant and unavoidable impact has been identified in the Draft Program EIR for noise to residential receptors outside the Staples Ranch site, and mitigation has been proposed. Even with mitigation, the Draft Program EIR notes that noise levels may not be able to be reduced below the significance criteria in all areas; therefore, impacts are considered potentially significant and unavoidable for these alternatives at the programmatic level of analysis. If an alternative is chosen that includes an aerial configuration along I-580 adjacent to the Staples Ranch site, there would be potentially significant impacts to the future residents at the senior

² The Stoneridge Drive Specific Plan Amendment/Staples Ranch Draft EIR estimated that noise levels at the Staples Ranch site would be reduced by about 11 to 16 dBA with construction of the 28-foot sound barrier.

care community, and Mitigation Measure NO-1.1, on page 3.10-53 of the Draft Program EIR, would apply to the Staples Ranch site. However, similar to other locations along the project corridor even with mitigation, noise levels may not be reduced below the significance criteria in all areas, and impacts would be potentially significant and unavoidable.

The Draft Program EIR identifies in Tables 3.10-17 and 3.10-18 that receptors more than 90 feet from the tracks (or 125 feet from railroad switches) would not result in significant vibration impacts. Text on page 3.10-66 also notes that aerial structures generally have less vibration impacts than at-grade facilities. Because the proposed residential uses at the Staples Ranch site would be more than 90 feet from the proposed BART tracks and no switches would be proposed near the Staples Ranch site, vibration impacts would be less than significant for these future residential uses.

Air Quality. The Draft Program EIR assumed that the BART to Livermore extension would be operated using traditional BART technology, which includes an electrified third rail. As such, operation of the BART trains would not result in emissions of criteria air pollutants or toxic air contaminants along the project corridor. As described on page 3.11-30 of the Draft Program EIR, toxic air contaminants associated with the BART to Livermore extension alternatives would be associated with maintenance facilities and that these sources would not generate a substantial amount of toxic air contaminants. All BART extension alternatives were identified to result in less-than-significant impacts associated with toxic air contaminants. In addition, there are no maintenance facilities proposed near the Staples Ranch site under any of the extension alternatives; therefore, no impacts from toxic air contaminants would occur at the Staples Ranch site.

The potential for air quality impacts to future receptors at the Staples Ranch site would be associated with construction impacts, such as emissions from construction equipment and fugitive dust. The impacts associated with construction activities are described in Section 3.16, Construction Impacts, in the Draft Program EIR. Mitigation measures proposed as part of the Draft Program EIR for construction impacts would apply under all extension alternatives to reduce impacts to a less-than-significant level, including impacts to the Staples Ranch site.

MASTER RESPONSE 5: DOWNTOWN LIVERMORE STATION

A number of comments received during the Draft Program EIR public review process address the Downtown Livermore Station, which would be served by six of the ten alignment alternatives, including the new hybrid alternative, Alternative 2b, in Section 1.4 of this document. These comments revealed that commentors have strong but varied opinions about the Downtown Livermore BART Station. While many commentors stated their opinion that a downtown station would be detrimental to the existing character and quality of downtown, others argued that the station would be an invaluable addition to Livermore's recently improved downtown district. Comments opposed to the station cited impacts assessed in the Draft Program EIR, including parking and traffic, residential displacement, visual quality, noise, and crime-related impacts. Comments in support of the Downtown Livermore Station generally cited the economic, cultural, and accessibility benefits of the Downtown Livermore Station.

Location. Some comments revealed uncertainty about the exact location of the Downtown Livermore Station. The Downtown Livermore Station site, as shown in detail on Figure 2-7 (see Draft Program EIR, page 2-21), is located primarily in the Livermore downtown core area. It is bounded by Livermore Avenue, Chestnut Street, Junction Avenue, and Ladd Avenue. The Downtown Livermore Station footprint also includes the existing Livermore Transit Center/Livermore ACE Station. The footprint of the Portola/Railroad Yard, which would be developed under those alternatives that terminate at the Downtown Livermore Station (Alternatives 3 and 3a), is shown in Figure 2-14 (see Draft Program EIR, page 2-39). The maintenance yard is located east of the downtown area, immediately north of the existing UPRR right-of-way, south of First Street, and extends eastward to Mines Road. It is important to note that the level of detail developed for the downtown station (and for all the stations considered) in the Draft Program EIR was purposely limited to just the identification of a general footprint or area within which the station would be located. This is because the purpose of a program-level EIR is to allow for a comparison of alternatives and does not require the level of detail that will be necessary once a preferred alternative is selected and a decision is made to move forward with a project-level EIR.

Parking and Traffic. Numerous comments argued against BART extension alternatives that include the Downtown Livermore Station on the grounds that the station would exacerbate the existing parking shortfall in the downtown area, resulting in localized traffic congestion and parking overflow into already constrained parking lots. The transportation analysis in Section 3.2, Transportation, of the Draft Program EIR, evaluated these issues. First, the ridership forecasts, which consider all travel modes, were developed without any constraint on parking to determine the total demand for parking for a BART station in the downtown area. Then, in the parking analysis, the amount of parking to be provided at the Downtown Livermore Station was limited to 2,500 spaces. These new parking spaces would be in excess of existing parking in the city's three-level parking structure and surface parking near the existing Livermore Transit Center/Livermore ACE Station. The limit of 2,500 spaces was intentionally selected in order to limit the impacts of the Downtown Livermore Station on local traffic, by providing an amount of station parking that was less than that necessary to accommodate the demand from the forecasted ridership. As a result, as stated on Draft Program EIR (page 3-2.139, paragraph 3), there would be a parking supply deficit at the Downtown Livermore Station. The estimated demand for parking for the six alternatives serving the Downtown Livermore Station exceeded the 2,500 space supply by 1,284 to 1,900 spaces (see page 3.2-140, Table 3.2-32). Those riders who do not park at the station are expected to redistribute to other stations where parking is available, or take the bus, bicycle, or walk to the station. The excess downtown parking demand would be accommodated at the "paired" station (either Vasco, Greenville, or I-580/Isabel).

To reduce the risk of BART patrons responding to the limited parking supply at the Downtown Livermore Station by parking on the streets in the downtown area or in nearby neighborhoods, the City of Livermore should adopt parking management controls on the public parking around the Downtown Livermore Station site (see page 3.2-143, Mitigation Measure TR-6.2). These controls would be similar to those in place around BART's existing downtown stations such as Concord, Walnut Creek, Hayward, Orinda, and Lafayette. These cities effectively manage BART-related parking even though their BART station parking facilities are filled to near capacity on weekdays. The peak parking demand

for Livermore's downtown occurs after peak hours for BART so that shared parking is possible during evening hours. The types of measures that are commonly used to control parking are parking time limits, paid parking, and residential area permit parking. At the same time, by constraining the amount of parking provided at the Downtown Livermore Station, the amount of BART-related traffic in the downtown area will be reduced and there will be an incentive for persons to walk, bike, or use transit to reach the BART station. In addition, the less land that is devoted to BART parking, the more land is available for additional commercial and residential development in the station area.

The fact that additional BART parking may eventually be needed is also addressed in the Draft Program EIR. Should there be a need for more BART parking, parking at the stations closer to the I-580 freeway (Isabel/Stanley, Isabel/I-580, Vasco Road, or Greenville East depending on the alternative), would be expanded rather than building additional parking downtown (see page 3.2-143, Mitigation Measure TR-6.1). This mitigation measure would encourage long distance travelers from San Joaquin County and elsewhere to park near the freeway, rather than drive through Livermore to the downtown area.

It is important to note that the objective of a program-level EIR is to provide a fair comparison of the alternatives under consideration. All of the alternatives that include the Downtown Livermore Station were evaluated with the same parking supply assumptions. The constrained parking assumption was adopted to be consistent with the city's planning objectives for the downtown area and support transit-oriented development. As noted above, the ridership evaluation at the program level assumes that potential transit riders who are unable to locate a downtown parking space for BART would either park at one of the other stations where more parking would be provided, shift their mode of travel to the station. Given these options, limiting parking at the Downtown Livermore Station is not expected to reduce the overall ridership forecast.

Ridership and parking forecasts in the Draft Program EIR are for the year 2035. Parking at the Downtown Livermore Station and all other BART stations could be developed in phases. It would not be necessary to build all of the parking lots at once. This phased development approach would allow BART and the City of Livermore to coordinate parking development in a fashion that will address traffic circulation issues, meet parking management objectives, and support land use development goals.

Residential Displacement. Numerous comments stated that bringing BART to Downtown Livermore would result in the displacement of downtown residences and businesses. The Draft Program EIR fully evaluated this issue. As summarized in Table 3.4-5 of Section 3.4, Population and Housing (page 3.4-12), all of the alignment alternatives would have significant impacts related to the displacement of homes and businesses.

The Draft Program EIR establishes that the Downtown Livermore Station area is the most heavily populated of all five station areas, and that property displacement would be concentrated in the area. The station area also contains a wide variety of commercial businesses.

Property displacement impacts for all alternatives that serve the Downtown Livermore Station are outlined in the Draft Program EIR. Development of Alternative 1a would require the acquisition of 185 parcels, including residential, industrial, warehouse, retail, and transit parcels downtown (page 3.4-16, paragraph 3). The Draft Program EIR states that of the 79 single-family and multi-family residential units affected by acquisition along the entire alignment, many are concentrated on Chestnut Street and Junction Avenue (page 3.4-17, paragraph 1). Likewise, the Draft Program EIR identifies that although each downtown-serving alignment would affect a different total number of parcels, Alternative 1b (page 3.4-17, paragraph 2), Alternative 2a (page 3.4-19, paragraph 2), Alternative 3 (page 3.4-21, paragraph 1), and Alternative 3a (page 3.4-21, paragraph 4) would result in a similar quantity and pattern of displacement in Downtown Livermore. Finally, as stated in Section 1.4 of this document, residential acquisition associated with Alternative 2b would be similar to the other alternatives, with the majority of the approximately 99 residential properties acquired to develop the entire alignment concentrated in the downtown area. If BART was not able to use the UPRR right-of-way, there would be additional property acquisition required north of the existing UPRR with related displacements, as outlined on page 3.4-24.

The Draft Program EIR also states that these impacts would be reduced to a less-than-significant level via the implementation of an acquisition and relocation program that meets the requirements of state relocation law (Mitigation Measure PH-2.1). Such a program includes fair market compensation for acquired properties, as well as relocation assistance in the form of down payments, moving costs, and business reestablishment reimbursement, among others (page 3.4-23, paragraph 2).

Visual Quality. Another set of comments stated that the Downtown Livermore Station would degrade the visual quality of the downtown area. Some of these comments focused on perceived incompatibility with the existing downtown aesthetic, others referenced the visual impact of existing elevated freeway structures in the Bay Area.

This issue was also fully addressed in the Draft Program EIR. The visual impacts of all six alternatives serving the Downtown Livermore Station, including alignment and station impacts, are assessed in Section 3.5, Visual Quality, and, in the case of Alternative 2b, in Section 1.4 of this document. As discussed on page 3.5-25 (paragraphs 2, 3, and 4), Alternative 1a, runs at-grade in its approach to downtown, eventually crossing Livermore Avenue on an existing overpass (Draft Program EIR Figure 3.5-15, page 3.5-29) to reach an at-grade Downtown Livermore Station platform. Alternatives 1b and 2a would approach and serve the Downtown Livermore Station in the same manner.

Unlike Alternatives 1a, 1b, and 2a, Alternative 3a would approach the Downtown Livermore Station on a visually prominent elevated structure above the existing roadway (Draft Program EIR Figure 3.5-17, page 3.5-35), eventually serving the Downtown Livermore Station on a platform located above the existing ACE platform (page 3.5-34, paragraph 3). Finally, Alternative 3 would approach downtown via subway and include a below-grade platform for the Downtown Livermore Station (see page 3.5-33, paragraph 3), as would Alternative 2b (see Section 1.4 of this document).

As summarized in Table 3.5-1 (see Draft Program EIR, page 3.5-18), all of the downtown-serving alternatives, with the exception of Alternatives 2b and 3, would have potentially significant and

unavoidable impacts due to visual incompatibility with some portion of the study area. However, within the downtown area, these significant visual impacts were found only in the case of Alternative 3a, whose aerial approach into downtown was identified as a potentially significant and unavoidable alteration to the existing visual character around Livermore Avenue (page 3.5-24, paragraph 3). All other alternatives containing the Downtown Livermore Station were found to be visually compatible with the existing transit center and urban environment of Downtown Livermore.

Scenic views were also assessed in the Draft Program EIR, and no designated scenic views were identified from the Downtown Livermore Station area (see page 3.5-39, paragraph 2). As such, none of the alternatives that contain the Downtown Livermore Station would result in significant impacts related to the obstruction of scenic vistas (see Table 3.5-1 on page 3.5-18).

Finally, Table 3.5-1 shows that all downtown-serving alternatives would have potentially significant visual impacts related to station light and glare. As stated on page 3.5-44, paragraph 3, the production of light and glare at the stations could moderately affect day and nighttime views downtown. However, the Draft Program EIR identifies the development of lighting design specifications to reduce light spillover and prevent forming significant point sources of light, as a mitigation measure (see Mitigation Measure VQ-4.1 in the Draft Program EIR). The implementation of such specifications would reduce these impacts to a less-than-significant level.

Noise. A group of comments opposed to the Downtown Livermore Station cited concern with system noise impacts to downtown and surrounding residential areas. The noise-related impacts of all six alternatives serving the Downtown Livermore Station are fully assessed in Section 3.10, Noise and Vibration and in the case of Alternative 2b, in Section 1.4 of this document. These assessments are based on comprehensive existing noise measurements taken throughout the study area and similarly comprehensive noise prediction modeling.

The document identifies potentially significant impacts from downtown train and station noise for Alternatives 1a, 1b, 2a, and 3a. As shown in Table 3.10-13 (page 3.10-45 of the Draft Program EIR), operation of Alternative 1a would result in a noise level increase that exceeds the threshold for sensitive receptors at four of five monitoring points in the downtown area. Areas that would be impacted by noise are illustrated Figure 3.10-7 (page 3.10-31 of the Draft Program EIR). The figure shows that sensitive residential areas immediately west and northeast of downtown were found to be significantly impacted by Alternative 1a train noise. The Draft Program EIR also states that under Alternative 1a, noise produced by switches and horns at the Downtown Livermore Station would be more than 80 dBA, which is above the significance threshold of 66 dBA (see Draft Program EIR, page 3.10-49, paragraph 1). As explained in the Draft Program EIR, the downtown train/station noise impacts of Alternatives 1b (page 3.10-49, paragraph 3) and 2a (page 3.10-50, paragraph 3 and 4) would be the same as those caused by Alternative 1a. Alternative 3a would have similar potentially significant impacts to the downtown area, with the aerial portion resulting in an additional 4 dBA of noise (see Draft Program EIR, page 3.10-52, paragraph 3). All of these alternatives would result in noise levels exceeding 10 dBA and accordingly are considered potentially significant and unavoidable, since proven mitigation measures typically do not achieve more than a 10 dBA reduction in noise (see Draft

Program EIR, page 3.10-53, paragraph 3). In addition, if the change in alignments for Alternatives 1a, 1b, 2, 2a, and 3a to comply with the UP Commuter Access Principles has the effect of shifting BART train alignment north of the existing tracks, this would increase noise exposure and impacts for sensitive receptors north of the tracks.

Because of its subway approach and underground Downtown Livermore Station platform, the impact of Alternative 3 train/station noise on downtown receptors was found to be less than significant (page 3.10-52, paragraph 1). As shown on Figure 3.10-11 (see Draft Program EIR, page 3.10-35), no surrounding areas would be significantly impacted by Alternative 3 train noise. As stated in Section 1.4 of this document, this would also be the case with Alternative 2b, which would approach downtown via the same subway alignment. Although the Portola/Railroad Yard, an element of Alternatives 3 and 3a, would contribute to potentially significant and unavoidable noise impacts to the downtown area, these impacts would be mitigated to a less-than-significant level with implementation of Mitigation Measure NO-2.1 (see Draft Program EIR, page 3.10-56, paragraph 3). This mitigation measure would require the installation of noise attenuation measures or other equivalent measures around maintenance yards so that noise level thresholds are not exceeded. For alternatives with underground facilities (Alternative 3 and the new Alternative 2b), noise from ventilation shafts would contribute to potentially significant impacts in the downtown area, but these impacts would be mitigated to a less-than-significant level with implementation of Mitigation Measure NO-3.1 (see Draft Program EIR, page 3.10-57) to install noise shielding around ventilation shafts.

Finally, the Draft Program EIR concludes that noise from substations and increased local traffic associated with all six alternatives containing the Downtown Livermore Station would result in potentially significant impacts to the downtown and other areas (see Draft Program EIR, pages 3.10-58 to 3.10-59 and pages 3.10-63 to 3.10-64). Because sufficient information is not known at the program level to conclude that mitigation measures would reduce these impacts significantly, they are considered potentially significant and unavoidable (see Draft Program EIR, page 3.10-60, paragraph 1 and page 3.10-65, paragraph 3).

Crime. A number of commentors raised concerns about the potential for increased crime around BART stations. These concerns were directed towards the Downtown Livermore Station, but also included other stations as well. Accordingly, a separate master response has been prepared to address safety and security issues around BART stations (see Master Response 6).

MASTER RESPONSE 6: SAFETY AND SECURITY AROUND BART STATIONS

The relationship between BART stations and surrounding crime levels was a topic raised often during the BART to Livermore Draft Program EIR public review process. Many commentors suggested that locating a new BART station in Livermore would increase criminal activity in surrounding areas. Of these comments, most argued against the Downtown Livermore Station on the grounds that it would attract crime, gang activity, and/or undesirable individuals to an area of schools and residences. Other commentors stated that terminus stations are particularly conducive to crime. Finally, some comments argued to the counter, stating that public transportation does not necessarily result in increased criminal

activity, and that the positive social and economic benefits of a Downtown Livermore Station would outweigh crime-related costs.

Section 3.13, Community Services, assesses the impacts of the alignment alternatives on police services in the study area. The "Existing Conditions" discussion in Section 3.13 contains information on existing police resources, provided directly by the Police Departments of Livermore (LPD), Pleasanton, Dublin, and BART, as well as the Alameda County Sheriff's Office (ACSO). Representatives of these departments provided statistics on crime surrounding the existing Dublin/Pleasanton BART Station terminus. As stated in paragraph 3 of page 3.13-3, the Dublin Police Department reported that just 4 to 5 of 41,000 total calls to the Department in 2008 related to the existing Dublin/Pleasanton BART Station terminus. Similarly, according to the Pleasanton Police Department, just 0.25 percent of citywide calls came from the reporting district that contains the Dublin/Pleasanton Station (page 3.13-3, paragraph 5). Figure 3.13-1 of the Draft Program EIR (page 3.13-2) shows that the Downtown Kiosk of the Livermore Police Department is located near the Downtown Livermore Station footprint, and that the Livermore Police Department Station is located just under a mile from the footprint, along Livermore Avenue.

As summarized in Table 3.13-4 (page 3.13-12) of the Draft Program EIR, the impact on police services of all nine build alternatives, including those that would serve downtown, was found to be less than significant. This conclusion is based on the fact that none of the build alternatives would trigger the need for new municipal police facilities in order to maintain acceptable performance standards. As stated on page 3.13-13, it is assumed that each alternative would include new BART police facilities (paragraph 4) and the establishment of a new BART police beat composed of six officers (paragraph 3). This analysis was based on direct input from both the LPD and ACSO, both of which stated that any increase in police demand resulting from any of the alternatives would be relatively low (page 3.13-14, paragraph 3).

In addition, future stations developed as part of the BART to Livermore Extension Program would incorporate new BART design, maintenance, and operational measures developed for personal safety and security. As noted on page 3.13-11 (paragraphs 2 and 3) of the Draft Program EIR, BART Facility Standards contain numerous public safety requirements, while BART Station Access Guidelines are largely dictated by the principles of Crime Prevention through Environmental Design (CPTED), which recommend security-oriented design elements such as enhanced lighting, station integration into the surrounding community and avoidance of pedestrian tunnels and other low-visibility areas. BART has recently studied stations around which personal security is an issue acknowledged by the community, and found that these are generally older stations constructed before CPTED policies existed and located in historically low-profile, high-crime settings, such as the 1972 Bay Fair BART Station. This conclusion parallels that of previous studies of crime and transit systems, which have found that crime levels vary throughout a given transit system and correlate to existing neighborhood crime (DeGeneste and Sullivan, 1994). The result of BART projects, such as the Bay Fair BART Station Area Improvement Plan (July 2009), is a series of implementation measures that would be integrated into the design and operation of all new BART stations, including physical improvements for

increased visibility and accessibility, improved stakeholder and community involvement, and inter-agency coordination on security efforts.

Finally, the City of Livermore has also concluded that criminal activity would not increase significantly as a result of BART stations in Livermore. In an assessment that supports the analysis of the Draft Program EIR, City staff and the Police Department studied State of California, Department of Justice Criminal Justice Statistics Center (CJSC) data for four cities, before and after the development of BART terminus stations. A November 9, 2009 interoffice memorandum from the Livermore Community Development Director and the Livermore Chief of Police to members of the Livermore City Council and Mayor reported that, "Given Livermore's current crime levels and assuming the station design and businesses are appropriate for the selected site...and that BART police staffing for this area is similar to its existing levels, any major increase in crime at or around BART stations in Livermore would not be anticipated."³

MASTER RESPONSE 7: BIOLOGICAL SENSITIVITY OF THE GREENVILLE YARD AREA

A number of resource agencies and other stakeholders commented on the Greenville Yard site, including the U.S. Fish & Wildlife Service (USFWS), the Regional Water Quality Control Board (RWQCB), the East Bay Regional Park District, and several environmental organizations. Biological resources within the Livermore Valley area generally, and in the Greenville Yard in particular, include Altamont Creek, wetland habitat, and vernal pools, which are suitable habitat for vernal pool plants, vernal pool branchiopods, California tiger salamander, and California red-legged frog. Table 3.9-4 on page 3.9-45 of the Draft Program EIR summarizes the effects to these sensitive habitats and species, and reports that each of the BART extension alternatives that involve the Greenville Yard would have potentially significant effects, depending on the ultimate configuration and design of the maintenance facilities.

Research on Biological Resources. The effects to these sensitive habitats and species are based on reconnaissance-level surveys for this programmatic EIR, which included driving and walking meandering transects through accessible representative vegetation or plant communities that occur within the 1000-foot buffer study area. Additional resources of information included recorded occurrences in the California Department of Fish and Game California Natural Diversity Database, California Native Plant Society Online Electronic Inventory of Rare and Endangered Vascular Plants of California, the USFWS Online Species List of Federal Endangered and Threatened Species, and review of existing environmental documents as described on page 3.9-1 of the Draft Program EIR. Based on these sources, there is sufficient information and research to identify which alignment alternatives are sensitive to biological resource impacts and to assess and compare the potential impacts of the alternatives at the program level (see Master Response 1 for the amount of detail necessary in a program EIR compared to a project EIR). An absolutely complete, updated species inventory is not

³ Roberts, Marc, Director, City of Livermore Community Development Department and Sweeney, Steve, Livermore Police Department Chief of Police, *BART Station Security*, Interoffice Memorandum, November 9, 2009, p. 2.

necessary for this purpose, as habitat which is valuable for some special status species (such as wetlands, vernal pools, or raptor foraging habitat) is generally suitable for others as well. If an alignment alternative is rejected to avoid impacts to a particular species, other species will benefit. However, when BART prepares to proceed with a project, it will be important to have an updated and complete inventory of species in the project area, including species that may not now be present but may be present at that time. As discussed in the Draft Program EIR, pages 3.9-51-76, updated species surveys will be conducted as part of the project-level environmental review when a specific project is proposed.

The comments received from agencies that have permitting authority for a BART project (see Draft Program EIR Table 1-1, beginning on page 1-26) suggest that these agencies may not permit BART to utilize the Greenville Yard location, as they have stated their opinion that the impacts may not be mitigable or may require mitigation so extensive and costly as to render these alternatives non-viable. This master response summarizes the information presented in the Draft Program EIR and serves to underscore BART's shared concern regarding the biological sensitivity of the Greenville area and the need for further evaluation and consultation with the resource agencies if an alternative that would use this yard site were to be selected as the preferred alternative by the BART Board.

Biological Resources in the Vicinity and Potential Impacts

Wetlands, Vernal Pools, "Waters of the U.S.," and "Waters of the State." The Greenville Yard would be a component of Alternatives 1, 1a, and 1b. As identified in the Draft Program EIR (see page 3.9-33-44) the BART extension alternatives intersect several "waters of the U.S.," and the Altamont Creek crosses the Greenville Yard site in an east to west direction, draining from the Altamont Hills. Although the Greenville Yard is not expected to require the entire footprint depicted in Figure 3.9-2c of the Draft Program EIR (see page 3.9-7), its construction would most likely result in the channelization and culverting of Altamont Creek. Similarly, other wetlands, including vernal pools, would need to be filled in order to accommodate use of the Greenville Yard. As identified in the Draft Program EIR (see page 3.9-12, paragraph 2) the Livermore and Pleasanton general area support several types of wetlands: freshwater marsh, freshwater seep, northern claypan vernal pool, and alkali meadow/alkali sink scrub. The vernal pools potentially occurring within the Greenville Yard are part of the Livermore Vernal Pool Region, in particular the Altamont Hills core area as described in paragraph 2 of page 3.9-34 of the Draft Program EIR. The Draft Program EIR (see page 3.9-12, paragraph 5) indicates that due to agriculture and urban development, vernal pools are listed as a Significant Natural Community by the California Department of Fish and Game (CDFG) and many vernal pool-dependent plants and animals are special-status species protected by the State and federal government. The potential fill of wetlands, vernal pools, "waters of the U.S.," and "waters of the State" is reported as a potential significant impact in the Draft Program EIR under Impact BIO-1 (see pages 3.9-43 through 3.9-49 for Alternatives 1, 1a, and 1b). In accordance with Mitigation Measure BIO-1.1 (see Draft Program EIR page 3.9-51) once a preferred alternative is selected, BART would have to conduct a wetland delineation of federal and State jurisdictional wetlands. The delineation of federal jurisdictional wetlands would have to be verified by the U.S. Army Corps of Engineers (USACE). The wetland delineation would help in determining the exact acreage of impacted wetlands.

BART would then have to prepare a Wetland Mitigation Plan and obtain all applicable permits which would include measures that ensure consistency with no-net-loss of wetlands policy, as provided in Mitigation Measures BIO-1.2 and 1.3 (Draft Program EIR pages 3.9-51-52). The plan and permits would also include measures for avoidance, minimization, and compensation for wetland impacts. The compensation measures could include preservation and/or creation of wetlands at an approved ratio as determined by the USACE and RWQCB and as required by a CDFG Streambed Alteration Agreement.

The USFWS and the RWQCB comments suggest that the impacts on wetlands, including vernal pools, "waters of the U.S.," and "waters of the State," (some of which is also vernal pool fairy shrimp critical habitat, as described below) from the development of a Greenville Yard alternative would be significant due to the extent of fill or alteration. BART agrees that this is a significant impact. If the BART Board wishes to select an alternative that includes the Greenville Yard as its preferred alternative, then further consultation with the resource agencies will be warranted to determine the feasibility of mitigating impacts and obtaining requisite permits for development of the site. BART further acknowledges that, if mitigation is determined to be infeasible based on such consultations, the Draft Program EIR may have to be revised and recirculated if the BART Board wishes to select an alternative that includes the Greenville Yard based on overriding considerations. In addition, as part of the project-level engineering and environmental review, BART will conduct field surveys and may consider other maintenance yard sites as necessary in order to avoid or reduce impacts to wetlands, vernal pools, "waters of the U.S.," and "waters of the State."

Special Status Vernal Pool Plants. All of the special status plants identified in Table 3.9-1 of the Draft Program EIR (see page 3.9-20) have a moderate or higher likelihood of occurring within the study area. Impact BIO-2, beginning on page 3.9-52, paragraph 2 indicates that construction of any of the BART extension alternatives could result in the removal of habitats that could support some or all of the special-status plant species listed in Table 3.9-1. While all eight special status plants species have specific habitat requirements, they all could potentially occur in grassland habitat, which is the habitat occurring within the Greenville Yard area. Additionally, the potential occurrence of vernal pools within the Greenville Yard, as indicated in the San Francisco RWQCB comment letter (see Comment Letter 8 of this document), would have the greatest impact on special status vernal pool plants if they are found to occur there. As such, the loss of habitat for special-status plant species and the loss of the individual plant species due to the development of the Greenville Yard would be considered potentially significant, as reported in the Draft Program EIR under Impact BIO-2 for Alternatives 1, 1a, and 1b (see Page 3.9-53, paragraphs 2, 3, and 4). BART acknowledges that after the BART Board selects a preferred alternative, BART would have to conduct focused surveys for special status plants at the time of project-level environmental review, and BART would have to mitigate for the loss of species if they were to be found within the selected alignment (as required by Mitigation Measures BIO-2.1, BIO-2.2, and BIO-2.3). Although no plants have been found within the Greenville Yard to date, there is potentially suitable habitat present within the Greenville Yard. Therefore, this impact should still be considered potentially significant.

Vernal Pool Invertebrates and Fairy Shrimp Critical Habitat. Three special-status invertebrates, vernal pool fairy shrimp (*Branchinecta lynchi*), curved-foot hygrotus diving beetle (*Hygrotus curvipes*),

and California linderiella (*Linderiella occidentalis*), were all found to have a moderate likelihood of occurring within the study area, in particular the Greenville Yard area due to the potential presence of wetland habitat (see Table 3.9-1, page 3.9-17, of the Draft Program EIR). As presented in the Draft Program EIR (see page 3.9-34, paragraph 2), Critical Habitat Unit 19C was designated on February 10, 2006 as critical habitat for vernal pool fairy shrimp. The location of the Critical Habitat Unit 19C is depicted in Figure 3.9-3 of the Draft Program EIR (see page 3.9-15).

Impact BIO-5 in the Draft Program EIR concludes that construction of the Greenville Yard would result in a potentially significant impact on vernal pool invertebrates due to the fill of potential habitat. Additionally, Impact BIO-6 concludes that approximately 113 acres of designated critical habitat for the vernal pool fairy shrimp would be lost with the development of the Greenville Yard, accounting for 8 percent of the critical habitat acreage in Alameda County. The USFWS is responsible to ensure that federally-permitted actions (such as the Clean Water Act 404 permit, or projects with federal funding) do not change (adversely modify) critical habitat in such a way that it appreciably diminishes the value of the habitat for the conservation of the species.

The USFWS and the RWQCB have commented that the impact on vernal pool fairy shrimp critical habitat, from the development of the Greenville Yard Alternative would be significant due to the extent of fill or modification. As discussed above, BART agrees that this is a significant impact on vernal pool fairy shrimp critical habitat. Mitigation Measure BIO-5.1 (Draft Program EIR pages 3.9-65 to 66) requires BART to conduct surveys and consult with USFWS regarding vernal pool habitat protection, to avoid all vernal pool habitat where feasible, and to preserve mitigation acres for any direct or indirect impacts if avoidance is infeasible.

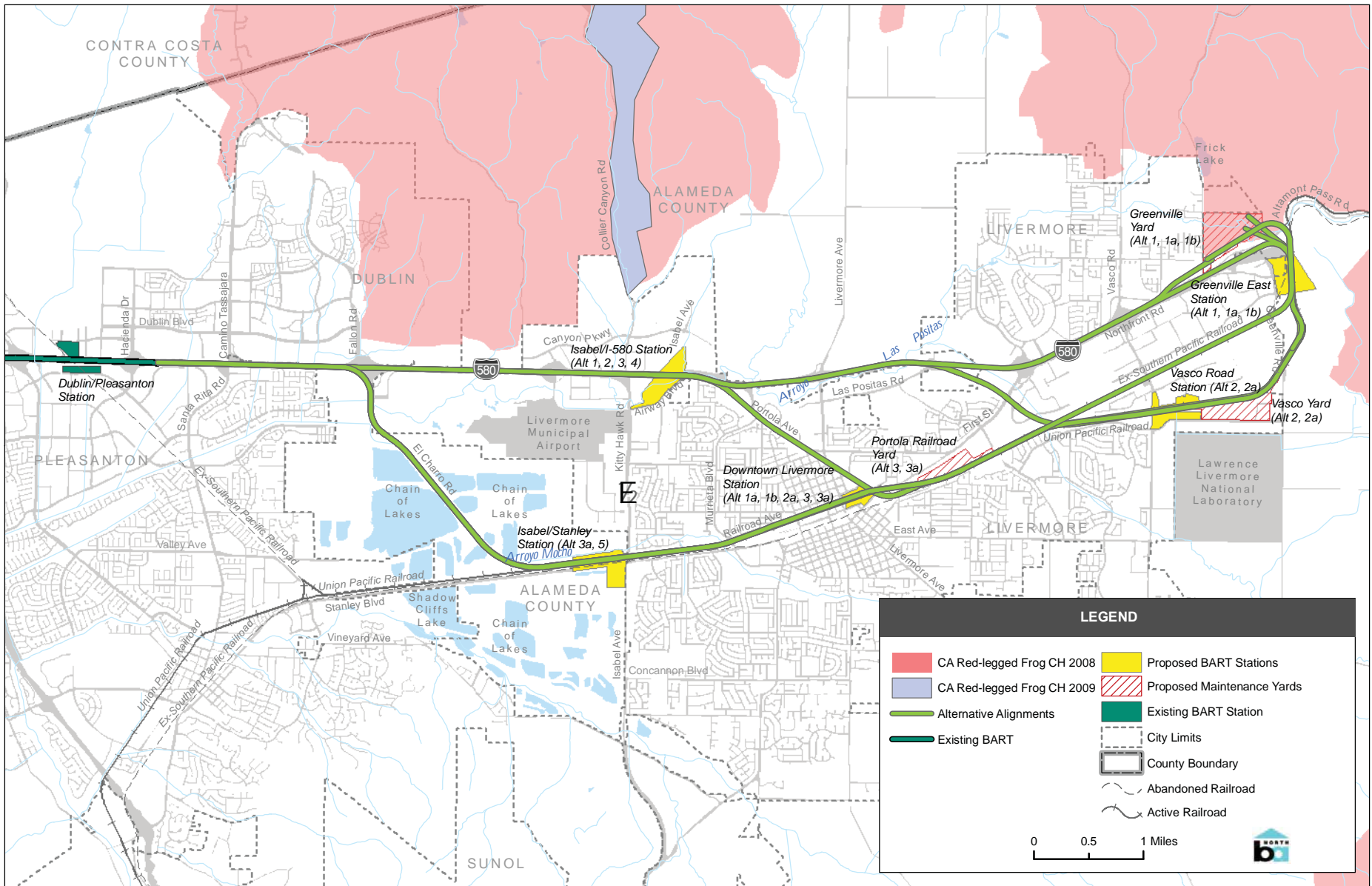
Special Status Amphibians. As described in Table 3.9-1 of the Draft Program EIR (see page 3.9-18), two special-status amphibians are known to occur in the area, the California tiger salamander (*Ambystoma californiense*) and the California red-legged frog (*Rana draytonii*), both of which are Federally Threatened. On March 3, 2010, the California Fish and Game Commission listed the California tiger salamander as a Threatened species under the California Endangered Species Act. The California red-legged frog is a California Species of Special Concern. The Draft Program EIR on pages 3.9-26 and 3.9-27 reports that occurrences of both species are known to occur in the area and potentially suitable habitat is present north I-580 and in the eastern part of Livermore. The potentially occurring vernal pools and wetlands within the Greenville Yard could provide suitable aquatic habitat for both species. Altamont Creek could provide aquatic habitat for the California red-legged frog. As mentioned in the Draft Program EIR on page 3.9-27 in paragraph 2, it is possible that high flow events could bring California red-legged frogs downstream from upstream habitat into all of the arroyos and creeks along the study area. Furthermore, the grassland habitat within the Greenville Yard site could provide suitable upland habitat for both species. As a result, Impact BIO-4, beginning on page 3.9-58 notes that construction associated with the Isabel/I-580 Station and the Greenville Yard could result in the permanent fill of wetlands and upland grassland that provide habitat for California tiger salamander and California red-legged frog, a potentially significant effect. The USFWS suggested that the impacts on the California tiger salamander and the California red-legged frog from the development of the Greenville Yard would be significant due to the removal of aquatic and upland habitat, which is

consistent with Impact BIO-4 in the Draft Program EIR. Mitigation Measures BIO-4.1 and BIO-4.2 require specific surveys for these species within the selected alignment. These surveys would help determine the quality of the habitat and the exact amount of affected habitat, which would be less than the acreage presented in the Draft Program EIR which conservatively assumes that the entire Greenville Yard footprint would be developed. Based on these effects, BART would need to implement avoidance measures as well as obtain approval from the USFWS to preserve habitat at an USFWS approved ratio at a conservation area within the County. The mitigation measures and the process outlined are consistent with the procedures under Sections 7 and 10 of the federal Endangered Species Act. As noted above, if an alternative using this yard site were selected as the preferred alternative, then during the more detailed project-level engineering and environmental review, BART may need to consider alternative yard sites.

California Red-Legged Frog Critical Habitat. On March 17, 2010, the USFWS published the revised designation of critical habitat for the California red-legged frog, see Figure 3-2 below. In total, the USFWS designated 1,636,609 acres of critical habitat in 27 California counties. Two of the revised critical habitat units occur within the BART to Livermore study area, Unit CCS-2B and Unit ALA-2.

Figure 3.9-3 of the Draft Program EIR (see page 3.9-15) depicts the California red-legged frog critical habitat. Figure 3.9-3 has been updated to reflect the USFWS revised designation (see Section 6, Revisions to the Draft Program EIR, in this document). Unit ALA-2 is 153,624 acres and is located in southwestern Alameda County, south of I-580 at Altamont Pass and extending southeast into San Joaquin County and southwest into Santa Clara County near Arroyo Hondo and Calaveras Reservoir. Critical Habitat Unit ALA-2 is located approximately 0.25 miles east and uphill of the proposed Greenville Station, and it is separated from the station area by the South Bay Aqueduct. As a result, Critical Habitat Unit ALA-2 would not be affected by the BART extension alternatives. Unit CCS-2B is 44,470 acres and falls within eastern Contra Costa County and northeastern Alameda County north of I-580. The Greenville Yard and trailtracks for Alternatives 1, 1a, and 1b would be located within Critical Habitat Unit CCS-2B. Approximately, 113 acres of California red-legged frog critical habitat (0.25 percent of the habitat located Habitat Unit CCS-2B) are within the Greenville Yard footprint. This acreage conservatively assumes the entire Greenville Yard would be developed; however, not all of the Greenville Yard area would be developed and the actually impacted area would be smaller.

The USFWS is responsible for ensuring that federally-permitted actions do not adversely modify critical habitat in such a way that it appreciably diminishes the value of the habitat for the conservation of the species. Adverse modification of critical habitat, resulting from direct or indirect impacts would be considered a significant impact. The USFWS has commented that the impacts on California red-legged frog critical habitat from the development of the Greenville Yard would be significant due to the extent of modification. BART agrees that this is a significant impact on California red-legged frog critical habitat. Mitigation Measure BIO-4.2 (Draft Program EIR page 3.9-62) requires BART to perform field surveys, consult with USFWS, implement avoidance measures and ensure that no net loss of habitat is achieved.



Source: PBS&J, 2009; AECOM May 4, 2009, NWI, Zone 7 Water Agency, 2009, USFWS, 2010.

CRITICAL HABITAT - CALIFORNIA RED-LEGGED FROG
FIGURE 3-2

Burrowing Owl. The burrowing owl is known to occur in many habitats where California ground squirrels are found, since the owls are dependent upon burrowing mammals, but most notably the ground squirrel. Burrowing owls are also known to occur in urban habitats where they can nest in man-made structures, such as culverts, pipes, etc. Several burrowing owl occurrences have been documented within the study area, as shown in Figure 3.9-3 of the Draft Program EIR (see page 3.9-15). Since suitable habitat exists throughout the study area, the burrowing owl could occur within any of the footprints for the BART extension alternatives. Accordingly, Impact CI-BIO-3, beginning on page 3.16-31 indicates that the construction of the Greenville Yard would remove grassland habitat which is considered suitable burrowing owl foraging habitat and if ground squirrel burrows are present, suitable nesting habitat would be removed as well. Disturbance to nesting burrowing owls would be considered a potentially significant effect. Mitigation Measure CI-BIO-3.1 (see Draft Program EIR, pages 3.16.32-3.9-33) provides mitigation for potential impacts to burrowing owls consistent with CDFG requirements.

Impact Reduction to Less-Than-Significant. The results of the reconnaissance surveys and review of existing environmental documentation provided the base information that resulted in a conclusion that the impacts to biological resources could be reduced to less than significant with the implementation of the mitigation measures as provided in the Draft Program EIR. Additionally, BART could modify the plans to avoid sensitive natural resources. Furthermore, once an alternative is selected, focused surveys would have to be conducted. These surveys would pinpoint the exact location of sensitive natural resources and would help determine the exact acreage of impacts and mitigation necessary to compensate for those impacts. The exact acreage of impacts would be less than those presented in the Draft Program EIR since those acreages represent the worse-case scenario of disturbance area and include a 500-foot "buffer" area on either side of the alignment and around the station and maintenance facilities. For these reasons, the Draft Program EIR concluded that it is reasonable to expect at the program level that impacts at the Greenville Yard could be mitigated to a less-than-significant level (see Draft Program EIR pages 3.9-51, 3.9-55, 3.9-60, 3.9-65, and 3.9-68). Moreover, the Draft Program EIR concludes that cumulative impacts to sensitive biological resources would be potentially significant and unavoidable, because no feasible mitigation measures are available to avoid or reduce the contribution of the Greenville Yard site to cumulative impacts to the sensitive biological resources. The potentially significant and unavoidable cumulative impacts recognized in the Draft Program EIR include impacts to wetlands, waters of the U.S., and waters of the State; vernal pool invertebrates and vernal pool fairy shrimp critical habitat; and special status plants and amphibians (see Draft Program EIR, pages 3.9-73 to 3.9-74).

However, the comments of the USFWS and the San Francisco RWQCB suggest that these agencies may not permit BART to utilize the Greenville Yard location, as they have stated their opinion that the impacts at the Greenville Yard site may not be mitigable or may require mitigation so extensive and costly as to render the alternatives that include the Greenville Yard non-viable. If the BART Board wishes to select an alternative that includes the Greenville Yard as its preferred alternative, then further consultation with the resource agencies will be warranted to determine the feasibility of mitigating impacts and obtaining requisite permits for development of the site. Based on further consultation with

the resource agencies, BART may conclude that use of the Greenville Yard site for maintenance activities would be infeasible because no feasible mitigation measures are available to avoid or reduce impacts to the sensitive biological resources at the Greenville Yard site. Therefore, BART acknowledges that if the BART Board decides to select the Greenville Yard as part of the preferred alternative, BART may have to revise and recirculate the Draft Program EIR to address any unmitigable significant impacts to wetlands, particularly vernal pools, vernal pool fairy shrimp critical habitat, and California red-legged frog critical habitat within the Greenville Yard alternative. In any case, if a preferred alternative utilizing Greenville Yard is selected, BART will conduct field surveys and may consider other maintenance yard sites in order to avoid or reduce such impacts at the project stage.

MASTER RESPONSE 8: FUNDING THE BART TO LIVERMORE EXTENSION

The capital cost of extending the BART system to Livermore would range from approximately \$1.12 billion for Alternative 4 — Isabel/I-580, to \$3.83 billion for Alternative 2b — Downtown-Vasco via I-580 (Year 2009). Funding for the extension has not been identified. A full-funding plan for any BART extension would need to be developed as part of the project-level environmental process and prior to commencement of any construction. Funding would most likely come from a variety of federal, State, regional, and local sources.

As an intermediate step, and once a preferred alternative is selected, approximately \$80 to \$100 million will be available from county and regional sources for transportation agencies to preserve right-of-way for a future BART extension of transit service to Livermore. The purpose of this right-of-way preservation effort is in essence to ensure that parcels of land that lie within the preferred alignment footprint of the rapid transit corridor are not developed or redeveloped for purposes that may preclude an extension of BART service to Livermore.

The Draft Program EIR focused on the environmental tradeoffs of different alternative alignments for an extension of BART service to Livermore, and also presented other information on the feasibility of the BART extension. A number of commentors suggested that Livermore residents have been contributing tax revenue to the BART district for years, and that the Livermore area deserves an extension based on the past contributions to the BART district. This Master Response addresses the Tri-Valley area's contributions to the BART system, the uses of those funds, and how BART typically funds extension projects.

Original BART System Plans and Funding

The original BART system approved by the voters was a three-county, 75-mile-long system (71.5 miles of BART, 3.5 miles of Muni Metro tunnel), which was designed to provide rail service in Alameda and Contra Costa Counties with three lines: the current Orange and Green lines to Fremont, the current Orange and Red lines to Richmond, and the current Yellow line to Concord. The only committed line in the original system plan east of the Berkeley and Hayward hills was the line to Concord in Contra Costa County. This was the system plan adopted in 1962 by the BART Board and the Boards of

Supervisors of the three member counties, and approved by the voters of the three counties in 1962 in Measure A. The pamphlet distributed in support of the Measure A campaign showed dashed lines for possible future extensions to the Tri-Valley area and to Pittsburg/Antioch.

Residents of San Francisco, Alameda, and Contra Costa Counties have supported the BART system with property taxes and sales taxes for over 50 years. Property taxes were first levied in fiscal year (FY) 1959 to fund system planning, construction, and operation, and to pay off future bond measures. The use of bridge tolls to construct the Transbay tube was also authorized in 1959. Regional Measure A was approved by the voters in 1962, and was a \$792 million General Obligation Bond for construction of the initial 75-mile system. The state legislature passed a sales tax in the three counties in FY 1970 to provide additional funding for system construction, and in FY 1976 sales tax revenues began to be used to fund system operating costs. The initial system construction was fully completed by 1976.

The 1959 property tax was retired in 1999, after proceeds paid off the construction bonds. There are currently two BART line items on property tax bills today – one is a dedicated assessment for ongoing system operations and maintenance, and the second is a General Obligation (G.O.) bond for BART's earthquake safety program, as approved by voters in the three BART counties. The one-half cent sales tax continues to be collected in the three district counties to fund ongoing operations and system maintenance, as fare revenues only cover approximately 60 to 65 percent of annual operating costs.

Extension Program and Funding

Beginning in the mid-1980s, BART began planning several extensions to the original system, including extensions to Pittsburg/Bay Point, Warm Springs, Dublin/Pleasanton, and SFO International Airport. The BART extension to Dublin/Pleasanton was opened in May 1997, and demonstrates BART's commitment to extend rail service beyond the original system into this area of the district. The cost for the Dublin/Pleasanton extension was approximately \$550 million. More recently, construction has proceeded on an infill station at West Dublin at a cost of approximately \$80 million. The total capital cost to date to bring BART service to the Tri-Valley area is approximately \$630 million. The extension of service to the Tri-Valley area, as with all BART extensions to the original system, have been funded by a mixture of funds, including federal, State, regional, and local grant sources. Overall, funds generated through BART's local sales tax are a small percentage of the funds used on the extension projects, generally less than 10 percent. Approximately 50 percent of the funds used to build the extensions have come from federal and State sources, with other regional and local funds (generally bridge tolls and county-based transportation sales tax funds) making up the balance. The federal and State funds are generally available through competitive programs, and often include requirements that the projects meet specific performance indicators for ridership, housing density, VMT reduction, etc., in order to qualify for the funds.

Funds for Livermore Extension

Funds collected via the property and sales taxes have been used to plan and build the original BART system, plan and build the extensions, and operate the system for the past 38 years. There has never

been a separate fund collected and set aside for any of the individual BART extensions, including the proposed extension to Livermore. Moreover, although the Tri-Valley communities have been paying for BART since 1959 through taxes, given the historically low density and rural nature of much of the Tri-Valley area, neither property nor sales taxes in the area generated a substantial amount until more rapid development began in the 1990s. The extension of service to Dublin/Pleasanton that opened in 1997 cost an amount substantially greater than the total funds generated by Tri-Valley residents up to that time. This does not preclude future investments in the area, it is simply an acknowledgement that BART's extensions are not programmed based on a one-for-one accounting of the level of sales tax generated in a given area.

The property and sales tax collected from Livermore would not cover the cost of the BART extension beyond Dublin/Pleasanton to Livermore. The range of project costs for the alternatives evaluated in the Draft Program EIR is \$1.12 billion for the least-costly one-station alternative, up to \$3.83 billion for the most-costly two-station alternative. In 2000, BART completed an analysis of estimated property and sales tax revenues generated by individual communities from 1959 through 1999. At that time, the City of Livermore had generated a total of \$55 million in nominal value in the 40-year period, or \$162 million when converted to the present-value dollars at the time the report was completed (2000). In projecting revenues since that time up through 2009, the nominal value of the tax revenues generated through 2009 is estimated at \$126 million, and the present value is estimated at \$293 million. While substantial, these revenues of \$293 million are insufficient by themselves to pay for the construction of the Livermore extension, while also supporting the ongoing operation of the current system, including the Dublin/Pleasanton service. (Note: tax revenue amounts from 1959 through 2009 are estimates.)

Letter 41



"nancy allen"
 <ncaallen@comcast.net>
 01/04/2010 04:27 PM

To <info@barttolivermore.org>, <info@barttolivermore.org>
 cc
 bcc
 Subject Staples Ranch EIR comments

Dear Mr. Quint with a copy to Supervisor Haggerty:

The BART extension to Livermore is a critical component to improving traffic problems along the 580 corridor. I am an avid BART user and take the bus from my home in Pleasanton to BART, and then BART to SF daily, and appreciate the outstanding service you provide.

41.1 I hope that of the alternatives considered, option 1 or 2 (or #4 as a backup) is chosen. Keeping BART along the interstate appears to be the most sensible solution as it is generally the lowest cost option, provides the least amount of noise impact, least amount of visual/community character impact to interior neighborhoods in these two cities, and seems to provide the greatest long term flexibility (for parking spaces and potential extension to Tracy and beyond

I am very concerned with any options that provide an aerial bridge along El Charro/near the Staples Ranch area for six reasons. I believe key sections of the EIR did not appear to fully address the impacts to Pleasanton and would ask for additional detail in these areas.

- 41.2 • Visual compatibility of the aerial tracks from eastern points in Pleasanton (homes at the end of Mohr and Stoneridge and future planned developments).
 - I request the final EIR show photos of the aerial structure looking from the homes at the end of Mohr and Stoneridge and from the existing recreational walking and biking /path along the creek between Stoneridge and El Charro. It appears that this structure would be visible from locations looking north east from Pleasanton. I was disappointed that table 3.5.2 did not address this and I believe this was an oversight and would request this be mentioned.
 - Also, how long is the aerial bridge – is it aerial across the Chain on Lakes?
- 41.3 • Potential noise impacts to new and existing Pleasanton neighborhoods and recreational areas near tracks – is there any potential noise impact for existing homes ~ ½ mile from the bridge at end of Stoneridge and Mohr ~when a train is passing? It appeared this possibility was not fully covered in the EIR assessment and I would ask that it be addressed.
 - Noise impact to planned new developments – including the new park and the extended care community at Staples.
- 41.4 • Cost and Time to market – most of the options which go along El Charro appear to be the most expensive and increase miles of track. We need a cost effective solution that can be implemented as soon as possible.
- 41.5 • Implications to bicyclists who travel on the very popular and heavily used Stanley bike path – as an avid cyclist, having a station at the busy Isabel/St Stanley intersection and additional train traffic noise is not desirable. If BART was located along the freeway, this would not be an issue.
- 41.6 • Implications to Staples Ranch development and revenue risks – although CEQA may not explicitly require one to look at future development, it only seems right to fully assess implications to this development which is well along in its planning as part of making the best community decision.
 - What will the noise impacts of the bridge be; what will the landscape look like from various locations in Staples, the senior housing center, the auto center, etc.
- 41.7 • Fairness – If Livermore chooses to have a station in downtown to support their business strategy, I believe any connection to this station should come through Livermore (and not Pleasanton). That way, Livermore can make the best business decision understanding the pros and cons of the downtown station options. It is not right for Livermore to receive the benefit of a downtown station and Pleasanton to receive the downside of impacting our planned new

41.7
cont.



development and recreational areas and creating a nuisance to existing neighborhoods near the bridge.

Thank you for including Pleasanton in your considerations and for insuring the final EIR includes additional clarifications of impacts to East Pleasanton neighborhoods and planned developments at Staples.

Nancy Allen
1509 Oxsen Street
Pleasanton, CA 94566

Letter 41 Nancy Allen

41.1 The commentor expresses a preference for alternatives along the I-580 corridor, since they would reduce environmental impacts associated with noise and visual/community character, and because of cost and flexibility concerns. Please refer to Table 3.10-10 in the Draft Program EIR, which compares the level of noise impacts between the alternatives, and shows that Alternatives 1, 3, and 4 would have the least noise impact to sensitive receptors as these alternatives would not result in potentially significant impacts to any receptors. Please also refer to Tables 3.5-1 and 3.5-2, which provide a comparison of visual impacts among alternatives and show that only Alternatives 3, 4, and 5 would result in less-than-significant visual compatibility impacts. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

41.2 As explained in Section 3.5, Visual Quality, of the Draft Program EIR, the standards of significance for determining visual impacts are based on CEQA Guidelines and professional judgment (page 3.5-14, paragraph 4). According to CEQA, a significant impact related to view obstruction would occur in the event of a "substantial adverse effect on an important view or scenic vista that is normally experienced by large numbers of people" (page 3.5-14, second bullet point). Adverse affects on views from private property, such as homes in eastern Pleasanton, are not considered significant impacts under CEQA.

In assessing potential view impacts to and within the study area, BART focused on views that are experienced by the greatest number of people and with the greatest potential to be impacted by the potential alignments. BART followed an analytical methodology that included field investigations, photosimulations, assessment of adopted local policies regarding designated view corridors, and professional judgment to identify key vantage points for the analysis. As noted on page 3.5-15, paragraph 3, each of these vantage points represents a perspective looking directly at what would be a segment of the alternative alignment from a principal viewer group. Views from the area between Stoneridge Drive and El Charro Road in eastern Pleasanton were not analyzed because the total number of viewers from the area is relatively small, compared to those from selected vantage points such as I-580 or Downtown Livermore.

As noted in this comment, the aerial structure would also be visible to the northeast from the existing recreational, pedestrian, and bicycle path along Arroyo Mocho, between Stoneridge Drive and El Charro Road. Although the aerial structure would be a prominent visual feature, visibility from the recreational path is not considered a significant visual impact for two reasons. First, the trail is not located within a City-designated scenic vista or route, as shown in Figure 3.5-8 of the Draft Program EIR (page 3.5-12). In addition, as explained in Master Response 4 of this document, long-range views from this trail would be largely maintained because the spacing of the columns that would support an aerial

guideway and the height of the aerial structure would still allow views under and through the elevated facilities. Also stated in Master Response 4, these views would be dominated by the buildings, landscaping, and parking lots associated with the commercial components of the Staples Ranch development, which is planned for the area immediately north of the trail and west of El Charro Road.

The BART alignments that would follow El Charro Road would cross over the Chain of Lakes area in a 3.3-mile continuous aerial structure from the alignment's departure from I-580 just west of El Charro Road, and would follow the existing El Charro Road and Quarry Road southeasterly through the Chain of Lakes to its eastward turn adjacent to the UPRR rail line paralleling Stanley Boulevard. Master Response 3 regarding the Chain of Lakes and Master Response 4 regarding Staples Ranch offer additional information and clarification regarding the effects of this portion of several of the BART extension alternatives.

- 41.3 Impact NO-1 starting on page 3.10-22 of the Draft Program EIR examined impacts to residential receptors south of and adjacent to I-580. Impacts at these residential receptors were found to be less than significant. Homes further south would be even less impacted by the BART trains because they would be located further from the source of noise. In addition, buildings would serve to block the noise as one moves further from the source, thereby further reducing noise levels. Noise impacts to receptors at the Staples Ranch site are addressed in Master Response 4 of this document.
- 41.4 The primary determining factors for the cost for any of the extension alternatives is length of the alignment, alignment type, number of stations, and need for a new yard. There is a range of costs for all of the alternatives in the program, as shown in Appendix B of the Draft Program EIR. The El Charro alternatives have higher costs, principally due to longer alignments. The BART Board of Directors also will consider the cost and timing for implementation of the program during the final hearing to select a preferred alternative.
- 41.5 The Stanley Bike Trail is referenced as an existing bicycle facility on page 3.2-25 of the Draft Program EIR. It is also noted in the Draft Program EIR, for Alternatives 3a and 5, that impacts to the existing Stanley Boulevard Trail could result from the location of the Isabel/Stanley Station bisecting the eastern terminus of the trail, and that this would be considered a potentially significant impact (see pages 3.2-152 and 3.2-153).

Mitigation measures are proposed that would require BART to ensure that existing bicycle trail routes be maintained wherever the BART extension would intersect with the trail (see Mitigation Measure TR-8.1 on page 3.2-153). Because a detailed plan for the BART station has not yet been developed at the Program EIR stage, more specific impacts and mitigations cannot be defined at this time, but would be addressed in any future project-level EIR. For a discussion of noise in the Isabel/Stanley Boulevard area, see the noise impact discussion beginning on page 3.10-43 of the Draft Program EIR.

- 41.6 The comment is correct that CEQA does not require consideration of impacts on future development that does not yet exist. However, see Master Response 4 of this document, regarding visual and noise impacts to the Staples Ranch site.
- 41.7 For potential impacts to properties planned for development and recreation in the City of Pleasanton, such as Staples Ranch, see Master Response 4. As noted in Master Response 4, noise impacts associated with the aerial structure along I-580 could significantly impact residents at the senior continuing care community, and as noted in the Draft Program EIR, there would be a potentially significant noise impact for existing residents along El Charro Road. The mitigation strategies described under Mitigation Measure NO-1.1 on page 3.10-53 would substantially reduce impacts related to BART train noise; however, sufficient information is not available at the program level to conclude with certainty that mitigation would reduce this impact to a less-than-significant impact in all circumstances. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 42

223 Donner Avenue
Livermore, CA 94551-4240

13 October 2009

Printer's Number 2009

CA HSRA Directors and Staff
Caltrain Directors and Staff
BART Directors and Staff
MTC Commissioners and Staff

Please agenda (and advise me when and where) a discussion of Allen's Bay Rail Plan to replace MTC's grossly defective "Regional Rail Plan".

Basically it would bring BART around the Bay and reaching outwards if the voters approve a bond issue. Early elements include:

- Form a five-county rail transit district of the BART and Caltrain counties;
- Plan structures and acquire wider Caltrain right of way for
 - o Five tracks from San Bruno to San Jose;
 - o An off-track maintenance roadway;
 - o Stations and storage/runaround tracks;
 - o Drainage, cableways, retaining walls, fencing, etc.
- Plan structures and protect right of way to widen East Bay freeways
 - o I-580, Hacienda to Greenville;
 - o SR-4, Pittsburg to Brentwood (partially done);
 - o I-80, El Cerrito del Norte to Crockett.
- Work with UP to grade separate and multi-track Mulford line for HSR/Bullet trains and "Super-railroad" freight.

Legislation forming BART in 1957, followed by a \$792 million bond issue in 1962, gave us the BART we have today. (The bonds were paid off a decade ago.) Adjusted for inflation and the five-county population (six million people), a similar bond issue would yield about \$16 billion today.

This plan should appeal to voters in all five counties, greatly improve public safety and air quality, and slash freeway congestion. It could even bring the 2020 Olympics!



Robert S. Allen
BART Director (1974-1988)
Retired SP Engineering/Operations
(925) 449-1387

cc Caltrans District 4
UP RR Roseville
Bay Area Legislators

42.1

Allen's Bay Rail Plan

7 September 2009

Robert S. Allen (925) 449-1387
223 Donner Avenue
Livermore, CA 94551-4240

42.2

Six million people in the five large Bay Area counties* need better rail transit. BART, Caltrain, ACE and Capcor each serve specific markets well. Together they could do much better for the region, like BART around the Bay and over the Altamont.

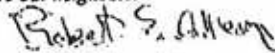
I have long urged legislators to form a five-county* Bay Rail district - like they did for BART in 1957. Come up with a plan to work with BART, Caltrain, freight railroads, MTC, Caltrans, and High Speed Rail for crossing-free rail lines, including:

- A widened (3-track) grade separated, secure Caltrain trackway:
 - 2 tracks for commute trains;
 - 2 tracks for bullet/HSR trains;
 - 1 conventional freight main track.
- Widen freeway medians for at grade BART to the Altamont, Brentwood, and Crockett.
- Convert Caltrain commute to BART south from Millbrae and to Muni north (via SFO).
- Grade separate and widen East Bay Mulford line, San Jose to Oakland for Bullet/HSR.
- BART over the Altamont to Mountain House, Tracy, Lathrop, and Manteca HSR.
- Possibly a new SFO-OAK Trans-Bay tube (HSR or BART).
- BART subway, Civic Center to the Presidio and Golden Gate Bridge in SF.
- A Magnolia intermodal station in Oakland with a BART West Oakland bypass.
- Possibly a new Port Costa-Benicia tube for HSR.

Why do I stress BART?

- Dependable: Congestion-free and 95% on time (within five minutes of schedule)
- Frequent: Typically four trains per hour on each route.
- Labor-efficient: Automatic fare collection; one operator trains.
- Environment: Smog-free; quiet electric power.
- Comfortable: Up to 320 wide, cushioned seats per train.
- Safe: 37 years with *no* fatal passenger accidents; no grade crossings.
- Platforms: Fare paid, for quick, easy boarding, including bikes and wheelchairs.
- Access: BART already serves city core high rise and major traffic generators.

Adjusted for inflation and population, a bond issue like BART's in 1962 (paid off a decade ago) would raise about \$16 billion. Develop a plan and let the people vote on funding BART extensions, around the Bay, and to our neighbors.



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Retired SP Engineering/Operations

* Santa Clara, Alameda, Contra Costa, San Francisco, San Mateo

Peninsula Rail Elements

Robert S. Allen -- (925) 449-1387 -- Rv. 12 October 2009

South from San Bruno:

Five-track grade separated trainway

West two tracks: for commute operations.

Allows island platform stations for commute trains;

East of commute: two Bullet/HSR tracks.

Keeps commute and HSR/Bullet operations separate;

East side track: conventional freight track. Occasional drill on west side.

Most rail-served industry is on the east (water) side.

Convert Caltrain local commute to BART.

BART typically runs at least four trains each way every hour.

Automatic fare collection.

One operator per train.

Easy boarding, even for wheelchairs and bicycles.

Comfortable; up to 520 wide, padded seats per train.

Tunnel and train box in San Francisco much smaller and less costly.

Key to BART around the Bay.

Four downtown SF stations for commuters.

Shorter, less costly tunnel in San Jose. (San Fernando St. subway?)

BART over US 101 in San Jose -- a dramatic BART signature;

Alternate trans-Bay BART if trouble in trans-Bay tube.

One-seat ride for most passengers.

Lower overhead clearance (13.5' ATR) over western two tracks.

Include HSR station at Santa Clara (for SJC airport rail)

HSR would link SFO and SJC airport rail, and later SJC with OAK.

HSR ultimately to airport rail at all major Bay airports.

North from San Bruno:

Similar to South, but SF Muni instead of BART.

Consider SFO airport rail to a San Bruno BART/Bullet/HSR/Muni intermodal.

No commute trains into downtown San Francisco; HSR/Bullet trains only.

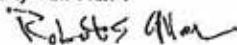
Governance:

Form a five-county rail district ASAP to promote these and other projects.

(Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo Counties)

These counties have 6 million residents and could support bond financing.

See also my 7 September 2009 "Bay Rail Plan".



Robert S. Allen

(925) 449-1387

BART Director (1974-1988)

Retired, SP Engineering Operations

42.3

223 Donner Avenue
Livermore, CA 94551-4240

10 July 2009

BART to Livermore PAC

The city's Summer Newsletter, Issue 20, noted that a Program Environmental Impact Report will be available for public review this fall. I am deeply concerned that the best possible alignment -- which I have championed for years -- is being deliberately ignored.

BART should stay at grade in the I-580 median to east of Greenville Road. It should then curve left and under the elevated westbound I-580 lanes, and rise onto the former SP Altamont line roadbed. An ACB intermodal station would be north of I-580 between the freeway and the high UP trestle.

A major parking structure directly accessible from and to I-580 over the Altamont would receive major funding from parking fees and the Central Valley. It would serve freeway-oriented buses and the BART/ACB intermodal station.

Three stations on the line would serve three distinct communities:

- Isabel/SR-84 (West Livermore): In direction and easily accessible for most of Livermore.
- Vasco (East Livermore): Major employers and TOD (Transit-Oriented Development) on BART-owned land no longer needed for parking or yard.
- Altamont Intermodal: Direct I-580 access for buses and motorists would remove heavy traffic from the valley floor.

The stations could be remotely staffed to reduce costs. Tail tracks beyond the station would be aimed for later extension along the county-owned former SP right of way and Altamont Pass Road on easy grades to Mountain House, Tracy, and the future High Speed Rail spine line at Lathrop/Manteca. The 400'-wide Congressional Grant right of way looks made to order for a train yard and shop, releasing BART land on the valley floor for higher use.

Except for the yard, little earth or structural work would be needed, with BART at grade costing on the order of \$13 million/mile once the freeway median is widened. Most of the land required is already in public ownership.

This alignment should definitely be evaluated in your PEIR.

Robert S. Allen

Robert S. Allen
BART Director (1974-1988)
Retired, SP Engineering/Operations
(925) 449-1387

cc: Bob Vinn, City of Livermore
Cheri Sheets, City of Livermore
Malcolm Quint, BART
California High Speed Rail Authority
Metropolitan Transportation Commission

42.4

Letter 42 Robert Allen

- 42.1 Commentor suggests a comprehensive, Bay Area-wide consolidation of rail systems that would merge BART and Caltrain in a five-county transit district. Today, BART provides rapid transit service in four counties: San Francisco, Alameda, Contra Costa, and portions of San Mateo County. Caltrain provides commuter rail service in San Francisco, San Mateo, and Santa Clara Counties. It is possible that at some point in the future a larger transit agency could be formed that would merge both BART and Caltrain. Costs to combine the two systems into one system could be considerable. Differences in vehicle technology (self-propelled electric vehicles versus diesel locomotives), track gauge, grade separations, train control, and other challenges in integrating the two systems would all need to be considered. Links to other rail service providers, such as the proposed Statewide high-speed train system, and the shared trackage with Union Pacific Railroad (UPRR) would also need to be addressed. The suggested improvements to the Caltrain right-of-way and Caltrans right-of-way are outside the jurisdiction of BART. Any one of the commentor's suggested BART projects would substantially expand the BART system and would require an extensive evaluation, which is beyond the scope of this Program EIR for the BART to Livermore extension. As the commentor notes, this plan would be an alternative to the Metropolitan Transportation Commission (MTC) Regional Rail Plan, and the request for consideration should be directed to MTC. In addition, any merger of the BART District, created by state law and run by an elected Board of Directors, and the Caltrain system, run by the multi-agency Peninsula Corridor Joint Powers Board, would have larger economic and political issues and would require a voter-approved ballot measure for bond funding and legislative action at the state level.
- 42.2 The commentor suggests the merger of BART, Caltrain, Capitol Corridor, and ACE into a regional rail transit district and a bond measure to provide rail transit improvements throughout the Bay Area. Though a number of the suggested improvements (BART in freeway medians, BART over the Altamont Pass, BART subway to Golden Gate Bridge, and an Oakland International Airport (OAK) to San Francisco International Airport (SFO) BART Transbay tube) are directly related to BART, the other suggested improvements are outside the jurisdiction of BART. Any one of the suggested BART projects would substantially expand the BART system and would require an extensive evaluation, which is beyond the scope of this Program EIR for the BART to Livermore extension. For additional discussion of a merger of the rail systems, see Response 42.1.
- 42.3 This comment suggests the conversion of Caltrain south of Millbrae to BART and Caltrain north of Millbrae to the San Francisco Municipal Railway (MUNI). The area to the south is currently outside the three BART District counties and likely would require legislative action for an expansion of the District. Also see Responses 42.1 and 42.2.
- 42.4 The comment advocates a BART alignment in the median of I-580 with a terminus station north of I-580 along the SPRR and intermediate stations along I-580 at Isabel Avenue and

Vasco Road. Variations on station sites around Greenville Road were previously considered and rejected as infeasible, and so excluded from further consideration in the Draft Program EIR (see page 2-58 of the Draft Program EIR). The commentator's proposed station location north of I-580 and east of Greenville Road would create a number of engineering challenges. There is a significant increase in elevation from Greenville Road to the UPRR tracks north of I-580. The UPRR tracks are on a high trestle over Altamont Road. Creating a convenient connection to ACE north of I-580 would be difficult. Also, a station north of I-580 could interfere with Altamont Pass Road. The UPRR tracks are much lower on the south side of I-580. The nearby Greenville East Station site (south of I-580) offers good levels of accessibility and connectivity as well the potential for transit-oriented development, which made it a preferable location. This Greenville East Station site was evaluated in the Draft Program EIR.

Of the three stations suggested in the comment, Isabel/I-580, Vasco Road, and Altamont Intermodal, BART included the Isabel/I-580 Station in its Program EIR analysis. The Vasco Road site proposed by the commentator is assumed to be along I-580. A station in this general location would duplicate service provided either by the Isabel/I-580 Station or a terminus station at Greenville and was not considered in the Draft Program EIR. The Altamont Intermodal station (north of I-580/East of Greenville) was not considered for the reasons presented above. Moreover, the topography rises steeply to the east of Greenville Road, with a decreasing amount of level land. This decreases the feasibility of placing yards and shops in that area, which require substantial level acreage.

The comment proposes a future BART extension over the Altamont Pass to San Joaquin County. This suggestion was explored and rejected by BART during the initial scoping period. As explained on page 2-64 of the Draft Program EIR, because San Joaquin County is not a part of the original BART District, the county would have to pay the full cost of the extension and the cost of impacts to the existing BART system in order for the extension to be constructed. The county agencies did not express an interest in altering their objectives in order to fund a BART extension. Therefore, a BART extension to San Joaquin County was not included in the Program EIR.

The commentator uses a cost figure of \$13 million per mile once the freeway is widened, but no substantiation for that figure is presented. Costs estimates for the various alternatives were presented in Appendix B of the Draft Program EIR. The total cost estimate for Alternative 1 to Greenville with an intermediate station at Isabel/I-580 is approximately \$2.92 billion. Construction of the 11.5-mile length of guideway alone (not including stations, yard, vehicles, or right-of-way) is estimated to be \$490 million, which is substantially greater than the per-mile cost used by the commentator.

Letter 43

223 Donner Avenue
Livermore, CA 94551-4240

12 November 2009

BART Planning Department
Attn: Malcolm Quint
300 Lakeshore Drive
Oakland, CA 94612

Re: BART to Livermore DPEIR

I back Alternative 4, a one-station extension at grade in a widened I-580 median, with a station near Isabel and tail tracks extending toward Portola. See attached for my reasons

43.1

About 1988 BART bought the 53-acre Gandolfo parcel for a station. Much of the land was recently swapped to allow the Isabel/I-580 interchange. I understand that BART retained land for station parking, etc., on both sides of I-580. There should be enough land left for a credit toward land to widen I-580 between Hacienda and Portola.

43.2

I support also acquiring land and programming work to allow a median at-grade route for a future BART line to and east of Greenville Road and a station near the truck scales. (The existing truck scales could serve better at the Altamont crest.)

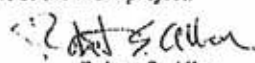
43.3

East of Greenville Road the EIR should plan a future BART trackway curving left in a tunnel under the elevated westbound I-580 lanes and up to the former SP roadbed. (I understand Alameda County now owns the 400-foot-wide Congressional Grant right of way up to the Altamont.) A yard, shop, and intermodal station (between I-580 and the high trestle) could lie on the old SP land. Direct I-580 crest access ramps serving the station, together with adequate bus and parking facilities, should be planned.

43.4

While this plan would not link to ACE now, it would allow for a low-cost connection later to whatever Altamont Corridor route is selected. Because that project would be basically a new grade-separated and electrified railroad line, it could very well be built and run as a BART extension – somewhat like the Silicon Valley Rapid Transit line. That possibility, running along the former SP and Altamont Pass Road to Mountain House and the Central Valley, should be part of the ACE project.

43.5


Robert S. Allen
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**BART to Livermore Alternatives
Ranked by Cost**
11 November 2009

Alternative #	Stations	Route	Cost, per DPEIR (000,000)	
			Construction Line 6	Total Line 11
4	1	Isabel/I-580	\$ 720	\$ 1,120
5	1	Quarry	1,010	1,610
1	2	Greenville East	1,980	2,920
2	2	Las Positas	2,080	3,280
3a	2	Railroad	2,080	3,380
3	2	Portola	2,360	3,470
1a	2	Downtown via WP	2,450	3,610
1b	2	Downtown via SP	2,530	3,650
2a	2	Downtown/Vasco	2,390	3,800

Why I favor Alternative 4.

- * By far the least costly alternative;
- * Very little earth or structural work;
- * No "Great Wall";
- * In direction for all of Livermore;
- * Easily accessible for most of Livermore
- * Easily accessible from travel corridors;
- * Relieves I-580 congestion west of Isabel;
- * Lower fares (BART fares are mileage-based);
- * Shorter travel time;
- * Easily extended later to Greenville via modified Alternative 1

43.6

Modified Alternative 1:

In widened I-580 median at grade to east of Greenville Road;
 Curve left east of Greenville, tunneling under high I-580 westbound lanes;
 Future station near truck scales (close to both Vasco and Greenville);
 Pointed to Central Valley along former SP and Altamont Pass Road;
 Convert Altamont Corridor plans to BART at low cost.
 TOD and intermodal station north of I-580 east of Greenville Rd.

Robert S. Allen
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 223 Donner Ave.
 Livermore, CA 94551-4240

Letter 43 Robert Allen

- 43.1 The commentor supports Alternative 4 to Isabel/I-580 and a future extension to Greenville Road as a modified Alternative 1 (as explained in the attachment). The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative. The modified Alternative 1 would have BART stations at locations between Vasco Road and Greenville Road (existing truck scales) and north of I-580/east of Greenville Road. The merit of a BART station located north of I-580 and east of Greenville Road is discussed in Response 42.4.
- 43.2 There was a land exchange at the future location of the Isabel/I-580 interchange, but the land involved was all in the vicinity of the interchange. BART owned land on the south side of I-580. BART exchanged a portion of that property with Caltrans that allowed Caltrans to construct the Isabel/I-580 interchange. In return, BART gained land on the north side of I-580. This would allow BART to build a median station with parking and access from both north and south of the freeway.
- 43.3 The commentor supports a median alignment along I-580 with a terminus station east of Greenville Road and an intermediate station at the site of the existing truck scales, which are located midway between Vasco Road and Greenville Road. This is the approximate location of the Greenville West station site that was considered but rejected as an alternative in the Draft Program EIR. As stated on page 2-62 of the Draft Program EIR, a station at this location was rejected because, while the station is within the Urban Growth Boundary (UGB) and would be well positioned for transit-oriented development (TOD), it would not allow transfers between BART and ACE. The nearby Greenville East Station offered similar levels of accessibility and would provide a connection to ACE. An intermediate station near the truck scales is considered unnecessary because it would duplicate service offered at the terminus station slightly to the east.
- 43.4 The topography rises steeply to the east of Greenville Road decreasing the amount of level land available for station, yards, and shops, and increasing the engineering required to place any facilities in that area. Direct access ramps from the crest of Altamont Pass to the area would be very costly and would duplicate the existing freeway I-580 freeway ramps at Greenville Road.
- 43.5 The comment suggests a new grade separated BART line over the Altamont Pass to communities in San Joaquin County. This suggestion was explored and rejected by BART during the initial scoping period. Please see page 2-64 of the Draft Program EIR for further discussion.
- 43.6 The commentor presents the merits of Alternative 4 and a modified version of Alternative 1. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative. Please see Response 42.4 regarding a modified version of Alternative 1.

Letter 44

223 Donner Avenue
Livermore, CA 94551-4240

2 December 2009

BART Planning Department
Attn: Malcolm Quint
300 Lakeshore Drive
Oakland, CA 94612

Re: BART to Livermore DPEIR

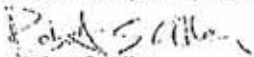
This letter supplements my November 12 letter. I strongly support Alternative 4, a one-station extension at grade in a widened I-580 median, modified to provide a roadway for future BART rail at grade in the freeway median to beyond Greenville Road with provision for a station near the present truck scales. That roadway should then curve in a tunnel under the elevated westbound I-580 lanes and rise onto the former SP roadbed with a possible future intermodal station, yard, and shop north of I-580 near the high UP trestle. The intermodal station would serve ACE so long as it runs on the UP and have direct freeway access lanes linked to the I-580 summit funded by parties other than the BART taxpayers.

Why Alternative 4?

- * By far the least costly;
- * In direction for all of Livermore;
- * Superb freeway access;
- * Lower BART fares
- * No "Great Wall";
- * Room for ample surface parking;
- * Least noise or visual intrusion;
- * Shorter travel time;
- * No major earth or structural work;
- * Easily extended later to the Altamont;
- * Close to Las Positas College;
- * Land mostly now in public ownership;
- * Easily accessible for bicycles.

44.1

An ACE intermodal, while nice, would not be critical. ACE runs three commute trains each way on weekdays. BART runs four trains each way every hour. BART over the Altamont would likely serve many more people much better and possibly at less cost.



Robert S. Allen
BART Director (1974-1988)
Retired, SP Engineering/Operations
(925) 449-1387

Letter 44 Robert Allen

- 44.1 The comment recommends Alternative 4 and a modified version of Alternative 1, with stations at between Vasco Road and Greenville Road near the existing truck scales and a station, shops, and yard north of I-580 and east of Greenville Road near the UPRR high trestle. Please see Responses 42.4 regarding a terminus station east of Greenville Road and 43.4 regarding an intermediate station near the truck scales. The comment suggests that BART extend service over the Altamont Pass to San Joaquin County without an ACE intermodal connection. This suggestion was explored and rejected by BART during the initial scoping period. Please see page 2-64 of the Draft Program EIR for further discussion. Contrary to the comment, BART considers a connection to ACE to be an important program objective, as described on page 1-12 of the Draft Program EIR.

Letter 45

223 Donner Avenue
Livermore, CA 94551-4240

4 December 2009

BART Planning Department
Attn: Malcolm Quint
300 Lakeshore Drive
Oakland, CA 94612

Re: BART to Livermore DPEIR

Per my letter of December 2, I strongly favor Alternative 4 (Isabel/I-580) with provision of roadway to accommodate a modified Alternative 1 as stated in that letter.

Thanks for the attractive folding handout and its "Summary of Key Impacts". I would like to address each of those impacts listed for Alternative 4.

No ACE connection

ACE now runs on UP track and is studying a possible new line instead. At present nobody knows where the probable ACE route or its stations would be. Extending BART past Greenville Road (as I proposed in my December 2 letter) would provide an ACE intermodal station accessible also by direct I-580 Altamont crest ramps. Better for everyone could well be extending BART over the Altamont in lieu of the present ACE

Low ridership estimates

An Isabel/I-580 station would have in-direction travel and superb access for both Livermore and freeway motorists. Livermore population and freeway travel - as well as truck travel on I-580 - are predicted to increase dramatically in the coming decades. Even now freeway congestion is so heavy that ridership estimates are probably very low

Does not identify right-of-way needs for future extension

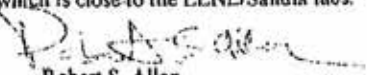
My choice indicates right of way needs for a modified Alternative 1 extension.

Limited TOD potential due to location of Isabel/I-580 Station in Livermore APA

Development oriented to transit (real TOD) would mean major surface parking more than housing near suburban rail transit stations. (Each acre of station land would hold many more automobiles - each with at least one BART rider - than dwelling units. Surface parking can more easily be converted to parking structures and high/mid-rise commercial than can land encumbered by residential uses. Commuters can drive much farther than they can walk to stations.) Livermore's APA restricts pseudo-TOD at Isabel/I-580.

No maintenance yard

The future modified Alternative 1 extension I proposed in my December 2 letter includes a yard and shop in the former wide SP Congressional Grant right-of-way near the high UP trestle. The Greenville Road yard site could better be used for TOD near an intermediate station at the present truck scales, which is close to the LLNL/Sandia labs.


Robert S. Allen
BART Director (1974-1988)
(925) 449-1387



Letter 45 Robert Allen

- 45.1 The following comments refer to a brochure BART provided to participants in public meetings that summarized the key impacts of the nine alternatives discussed in the Draft Program EIR.
- 45.2 The comment suggests that BART connect to ACE at an intermodal station north of I-580 and east of Greenville Road and/or extend service over the Altamont Pass to San Joaquin County in lieu of ACE service. A connection to ACE is an important objective of the BART to Livermore extension. BART assumes that future ACE routes would be in the existing rail corridor through Livermore, consistent with the Regional Rail Plan. Please see Responses 42.4 and 44.1 regarding a BART station north of I-580 and east of Greenville Road and further extension of BART over the Altamont Pass. The location of the Greenville East Station south of I-580 offers a better opportunity for intermodal connection to ACE.
- 45.3 As noted in the comment, the Isabel/I-580 Station would have good access from Livermore and the freeway, but as a one-station alternative, it would have the lowest ridership of any of the alternatives studied. Projected regional growth and freeway congestion are incorporated into the ridership estimates. Please see Master Response 2 regarding the ridership modeling methodology.
- 45.4 As stated in the BART public meeting brochure provided by BART, selection of Alternative 4 — Isabel/I-580, which extends only as far as Isabel Avenue, as the preferred alternative would not identify any right-of-way east of Isabel Avenue for a future extension, one of the goals of the Draft Program EIR. The commentor's modified Alternative 1 was not studied in the Draft Program EIR, and therefore would not provide the basis for right-of-way acquisition. Please see Response 42.4.
- 45.5 As discussed in the Draft Program EIR, page 3.3-40, the Airport Protection Area for Livermore Municipal Airport extends around the Isabel/I-580 Station site, reducing potential for TOD development. Developing large surface parking lots in lieu of housing near suburban stations is not considered "transit oriented development." As noted in the comment, parking lots can later be converted to parking structures or commercial development. However, TOD is valued around station sites because it creates a community (both commercial and residential) that can use the station without resorting to station access by automobile, and patronage is not limited by parking capacity.
- 45.6 See Response 42.4 regarding a yard and shop near the high UPRR trestle. See Response 43.4 regarding a station near the existing truck scales. As described in Master Response 7 and the responses to Comment Letter 1 from the U.S. Fish and Wildlife Service, BART's Greenville Yard site north of I-580 has substantial biological issues that could significantly restrict its use for TOD.

Letter 46

223 Donner Avenue
Livermore, CA 94551-4240

10 December 2009

BART Planning Department
Attn: Malcolm Quint
300 Lakeshore Drive
Oakland, CA 94612

Re: BART to Livermore DPEIR and TOD

MTC Resolution 3434 (TOD policy) applies to physical transit extensions listed in Table 1. It does not appear to apply to BART to Livermore.

Even if it did apply, BART to Livermore Alternative 4 has no yard and little earthwork or structure cost, thus being much less capital intensive than most BART lines. The Housing Thresholds criterium in Table 3 would seem excessive.

The same reason extensions for single station extensions to international airports are exempt in Resolution 3434 (housing development is infeasible) would apply to BART to Livermore Alternative 4. APA, CARB, and UGB restrictions on new residential land use make housing development infeasible.

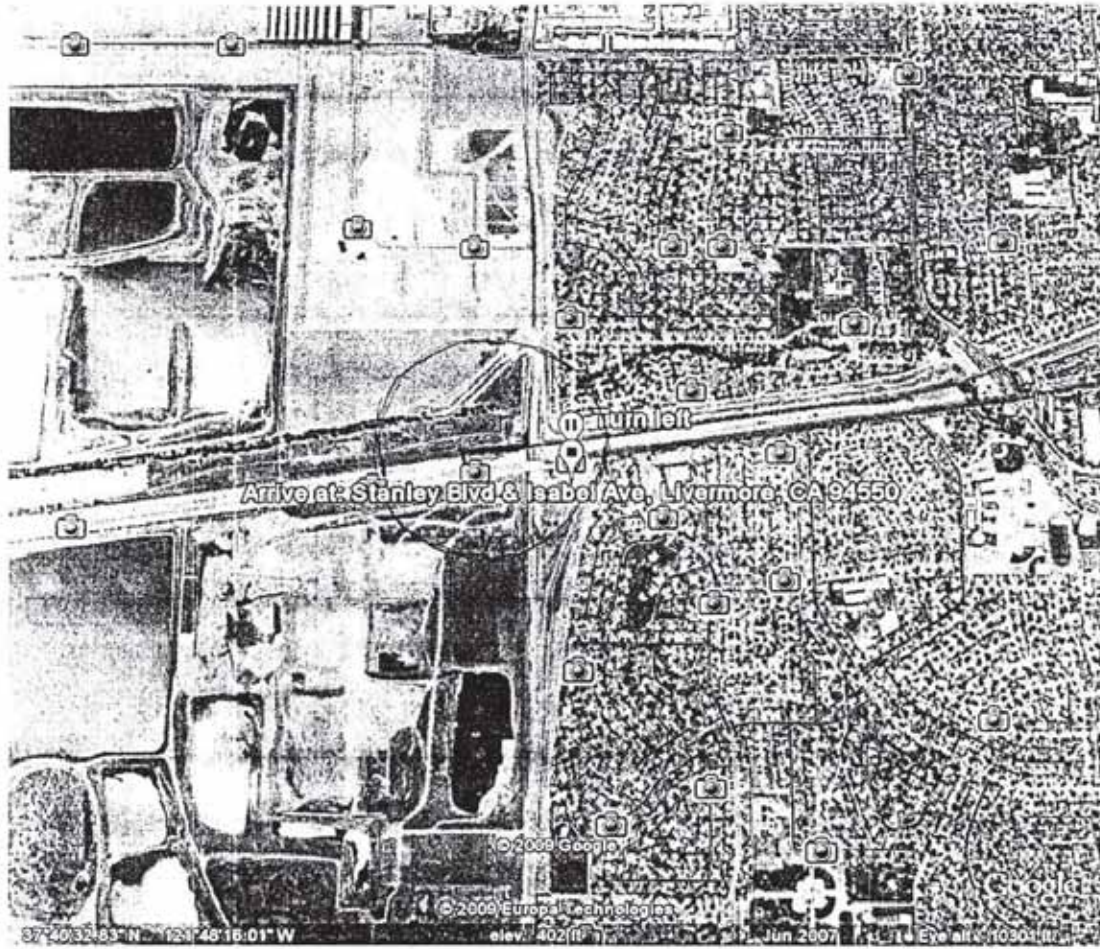
Even though Resolution 3434 does not apply, the goal of land use enhancing transit is vital. Despite Resolution 3434, dwelling units near stations are far less important than ample parking. Far more cars (each with at least one transit rider) than dwelling units (which need occupant and guest parking) can fit on a given site. Commuters will drive much farther than walk, making the station accessible to many more users. Converting surface parking later to high density uses and structured parking would be much simpler than displacing residents and demolishing their homes. Commercial land uses will generate both inbound and outbound transit patronage at the station.

Count me in support of Alternative 4, a one-station extension to Isabel/580, but with a footprint for extending a modified Alternative 1 to beyond Greenville.

Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

46.1
46.2
46.3
46.4
46.5

*Livermore Workshop #2
12/10/09*



Letter 46 Robert Allen

- 46.1 The comment refers to Table 1 of MTC's Resolution #3434, which lists transit extension projects subject to corridor thresholds for residential development. The resolution was adopted in July 2005. Although the BART to Livermore Extension Program is not listed in the table at that time, as noted in the body of the resolution, the MTC policy applies to "any physical transit extension project with regional discretionary funds, regardless of level of funding." BART intends to comply with the requirements of MTC Resolution #3434 for any alternative selected as the preferred alternative. As a source of funds for capital transportation projects in the Bay Area, MTC has the ability to set the standards for the projects that it funds.
- 46.2 As noted in the comment, Alternative 4 — Isabel/I-580 is the least expensive of the proposed alternatives. Table 3 of MTC's Resolution #3434 provides the required threshold for housing units per extension corridor (average per station area). As a source of funds for capital transportation projects in the Bay Area, MTC has the ability to set the standards for the projects that it funds.
- 46.3 As discussed in the Draft Program EIR, page 5-19, the local Airport Protection Area (APA) and Urban Growth Boundary (UGB) constrain additional residential development around the Isabel/I-580 Station. In addition, the California Air Resources Board (CARB) has recommended that residential development not take place within 500 feet of freeways without study of potential air quality and health risks. These factors make it difficult for Alternative 4 to meet requirements for TOD. There is no indication that MTC would consider a BART station at Isabel/I-580 exempt from MTC Resolution #3434. The BART to Livermore extension is not a single station extension to an international airport.
- 46.4 Contrary to the comment, BART expects that MTC Resolution #3434 housing requirements would apply to the BART to Livermore extension, and agrees that the goal of land use enhancing transit is vital. As noted in the comment, parking lots can be converted to parking structures or higher density uses. However, developing surface parking lots in lieu of dwelling units is not considered "transit oriented development." TOD can be either residential or commercial development but typically is a mix of both. The concept behind TOD is not that initial residential development is replaced by commercial development, but that the station area is planned for a combination of high-density development that creates a self-sustaining urban core. This in turn provides a supply of transit patrons that are not auto dependent, and station patronage is not limited to its parking capacity.
- 46.5 The commentator supports Alternative 4 and a modified version of Alternative 1. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative. Please see Response 42.4 regarding the modified Alternative 1.

Letter 47

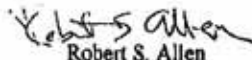
223 Donner Avenue
Livermore, CA 94551-4240

15 December 2009

Pleasanton City Council:

Re: BART to Livermore DPEIR

- 47.1 I urge that you support – as I do – a one-station BART extension in a widened I-580 median to an Isabel/I-580 station, while preserving the footprint for a future extension in a widened I-580 median to beyond Greenville Road. Attached are letters I have written to BART explaining why.
- 47.2 Any extension to Stanley/Isabel would cost much more, create a "Great Wall" effect in Pleasanton, and further congest often-gridlocked Stanley Blvd. Access to a station there would be difficult, and the area near the station would be difficult to develop (UGB, railroad tracks, Isabel espressway, lack of land for community development, gravel pits, etc.). As for an ACE intermodal transfer, ACE itself may be relocated, and any reasonable match of ACE (thrice a day) and BART (four times an hour) is lacking. Far better for BART ultimately to go over the Altamont!
- 47.3 An Isabel/I-580 station would remove Livermore BART commuters from Stanley Blvd and Pleasanton streets, as well as I-580. It would free up parking at the existing Dublin-Pleasanton station and is accessed easily from the freeway.
- 47.4 Residential land use is not "Transit-Oriented Development" (TOD). A given site can hold many more automobiles (each with at least one transit rider) than dwelling units (and their occupant/guest parking). Commuters can drive, carpool, bike, or bus from much further than they can walk. Ample parking greatly extends the service area of a suburban rail transit station. Surface parking can be replaced by parking structures and mid- to high-rise commercial more easily than can dense residential. Development at suburban rail stations should be oriented more to surface parking than to dwelling units.


Robert S. Allen
BART Director (1974-1988)
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Letter 47 Robert Allen

- 47.1 For a discussion of the commentor's proposals related to the one-station BART extension and a future extension in the I-580 median to east of Greenville Road, see Response 42.4.
- 47.2 An extension to a station at Isabel/Stanley would use an aerial alignment from its departure from I-580 through the Chain of Lakes. The aerial structure would allow relatively free passage through and around the guideway alignment. As discussed on pages 3.3-50 and 3.3-51 of the Draft Program EIR, the alignment would traverse an area where the uses are either undeveloped (as along El Charro Road) or quarry related. Therefore, the extension would not run through or divide an established community. For these reasons, there would be no "great wall" effect. For a discussion of the impacts of an alignment through the Chain of Lakes area, see Master Response 3. Impacts related to access, traffic, land use, and mineral resources at the Isabel/Stanley Station site are discussed in Section 3.2, Transportation, Section 3.3, Land Use, and Section 3.7, Geology, respectively, of the Draft Program EIR. The commentor is correct that the Altamont Corridor Project is evaluating at a variety of future alignments for the ACE train. For the purpose of the BART to Livermore Program EIR, BART assumes that, consistent with the Regional Rail Plan, the ACE train will continue to run in the existing railroad corridor through Livermore and an intermodal station at Isabel/Stanley is possible.
- 47.3 The effects of an Isabel/I-580 Station noted by the commentor are taken into account in the traffic and parking analysis of the Draft Program EIR. For a discussion of station-related traffic in Pleasanton and on I-580, see Section 3.2, Transportation, of the Draft Program EIR. For a discussion of parking impacts at the Dublin/Pleasanton Station, see the parking discussion that begins on page 3.2-138 of the Draft Program EIR.
- 47.4 Contrary to the comment, development of surface parking at suburban rail stations is not "transit-oriented development." See Response 46.4 for a definition of transit-oriented development.

Letter 48

223 Donner Avenue
Livermore, CA 94551-4240

9 January 2010

BART Planning Department
Attn: Malcolm Quint
300 Lakeshore Drive
Oakland, CA 94612

Re: BART to Livermore DPEIR and TOD

As before, I back a modified Alternative 4 (Isabel/I-580). The mod would preserve a footprint for future extension in the I-580 median (like Alternative 1), but to beyond Greenville Road. East of Greenville, it would dive through the elevated I-580 westbound lanes onto the old SP Tracy line roadbed. That extension could very well support two stations – one near Vasco and an intermodal north of I-580 – plus a yard and shop there.

ACE:

A BART/ACE intermodal station might better be at Shinn, where BART crosses over ACE. With BART being extended to the Silicon Valley and the limited value of any connection (ACE runs three trains each way every Day and BART four trains every hour), there appears to be little justification for an intermodal. If there were really any justification for such an intermodal, it would have been built at Shinn long ago.

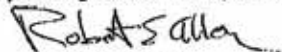
A better (and probably less costly) way to serve the Central Valley would be to extend BART over the Altamont along the old SP and Altamont Pass Road to Mountain House, Tracy, Banta, Lathrop, and Manteca. (Money planned for the long tunnel and structures for a new ACE electrified line could well be better spent on such a BART line.)

Noise:

Noise from operating on tangent at-grade track in the freeway median under my proposal would affect few people. What BART noise exists would be masked by the freeway noise. (Wait a few minutes on the Dublin/Pleasanton station platform and you'll see what I mean! You can hardly hear the speaker announcements.) Noise from trains on aerial structures – especially wheel squeal on curves – would severely impact neighbors. We all know how deafening noise is on BART trains in tunnels.

Laches:

Early DPX plans called for BART along the railroads through Pleasanton and Livermore. Pleasanton decided decades ago that BART belonged along I-580, where it lies today. An MTC grant let Livermore buy the "Brickyard" for a downtown station. On March 10, 1986 the Livermore City Council voted 5-0 "TO SUPPORT A FREEWAY ORIENTATION FOR THE BART LINE". The city sold the Brickyard, with the proceeds required to go to public transportation. I understand that that money helped BART fund purchase of station and yard sites along the freeway corridor. For the intervening 26 years that city decision guided BART planning, and major decisions have been made by both public agencies and the public at large.



Robert S. Allen
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BART Director (1974-1988)
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Letter 48 Robert Allen

- 48.1 See Response 42.4 of this document.
- 48.2 BART is proposing an intermodal station as part of the BART to Livermore extension, because it would expand the geographic range for both ACE and BART patrons and allow them to reach destinations that now are not available to them. Ultimately, this intermodal connection could increase ridership on both BART and ACE. An intermodal station at Shinn, where BART crosses over ACE in Fremont, would not serve most riders. ACE riders traveling south to Silicon Valley would gain no advantage transferring from southbound ACE to southbound BART, and it would be off-direction for ACE riders desiring to travel north on BART, creating a longer trip. For a similar reason, it would create longer trips for BART riders desiring to travel the opposite direction to Livermore or the Central Valley.
- 48.3 See Response 43.5 of this document regarding a BART extension to the San Joaquin Valley.
- 48.4 Noise from BART operations, including trains on aerial structures, is evaluated in Section 3.10, Noise and Vibration, of the Draft Program EIR. BART acknowledges that noise from operations could be a significant and unavoidable impact. A number of mitigation measures have been included in Section 3.10 of the Draft Program EIR to reduce potential noise impacts. However, sufficient information is not available at the program level to conclude with certainty that mitigation would reduce this impact to a less-than-significant impact in all circumstances. As noted in the comment, a median alignment along I-580 would have fewer noise impacts on sensitive receptors.
- 48.5 BART currently owns property in the vicinity of I-580/Isabel Avenue and north of I-580 at Greenville Road. The funds for those property acquisitions came from a legal settlement in the early 1980s with one of the original BART contractors and not from MTC or Livermore as suggested in the comment. BART established an advanced right-of-way acquisition program with the funds from the settlement and began investigating future station sites, ultimately purchasing a number of sites, including the Isabel/I-580 and Greenville Road Station sites. Any purchase and subsequent sale of the "Brickyard" in Livermore was conducted independent of BART and has no bearing on the purchase of the BART properties.

Letter 49

PAGE 01



223 Donner Avenue
Livermore, CA 94551-4240

19 January 2010

BART Planning Department
Attn: Malcolm Quint
300 Lakeshore Drive
Oakland, CA 94612

Re: BART to Livermore DPEIR and TOD

As before, I back a modified Alternative 4 (Isabel/I-580). The mod would preserve a footprint for future extension in the I-580 median (like Alternative 1), but to beyond Greenville Road. East of Greenville, it would dive through the elevated I-580 westbound lanes onto the old SP Tracy line roadbed. That extension could very well support two stations -- one near Vasco and an intermodal north of I-580 -- plus a yard and shop there.

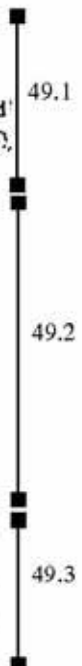
I especially oppose the Isabel/Stanley station alternative.

- * It is out of direction for most BART users from Livermore.
- * It is far out of direction for riders coming in from the Central Valley via I-580.
- * The SW quadrant is outside the Livermore urban growth boundary and is quarried.
- * Much of the NW quadrant is outside the Livermore urban growth boundary. See Figure 3.3-4.
- * Much of the NW and NE quadrants fall within the Livermore Airport Protection Area.
- * The UP railroad and SR-84 effectively make the NE quadrant inaccessible except by automobile.
- * The UP and expressway greatly restrict non-automobile access from the SE quadrant.
- * Automobile access to the station will be extremely limited and congested.
- * Any ¼ or ½ mile circles are totally meaningless at this site.
- * Residential land use west of Isabel/SR-84 would lack land for schools and parks.
- * Public access from most of Livermore will be congested and circuitous.

By contrast, the Isabel/I-580 site has excellent in/direction access from all parts of Livermore and from the Central Valley. There is ample room for surface parking -- the ideal TOD for suburban rail stations. (Dense, residential use is not TOD!) BART could remain nearly tangent and at grade in the freeway median to Greenville Road and onto the former SP, with minimal earth or structure work, and with no wheel squeal and noise masked by freeway traffic.

Robert S. Allen

Robert S. Allen
(925) 449-1387
BART Director (1974-1988)
Retired, SP Engineering/Operations



01/29/2010 2:31:32

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KEN GUNN

PAGE 02

223 Donner Avenue
Livermore, CA 94551
22 January 2010

Joan Chaplick, Program Manager
MIG

Re comment card of January 21 Community Meeting at Livermore Shrine Center

History

The Livermore City Council on March 10, 1985, voted 5-0 to support a freeway orientation for the BART line. They sold the 11-acre Brickyard that had been bought with a transportation grant for a station site in downtown Livermore. BART then bought the 53-acre Gandolfo property on Airway Blvd. near Isabel for an I-580 West Livermore station. The site was many times the size of any other BART station site, but it brought land for the new Isabel/I-580 Interchange into public ownership. BART also acquired land for an East Livermore station site near the truck scales and for a train yard near Greenville Road.

Altamont Rail

ACE now runs on UP (formerly WP) tracks over the Altamont, through the Valley, and down Niles Canyon. Its gentle grade was designed for freight trains, and ACE trains are frequently delayed for UP freight. ACE is considering a new line of its own with major High Speed Rail funding. Early studies show that, though shorter, it will require long and costly tunnels and a new alignment through Livermore and Pleasanton. With BART being extended to the Silicon Valley, an obvious alternative over the Altamont is to extend BART along the former SP beyond Greenville Road toward Mountain House, Tracy, Banta, Lathrop, and Manteca. This BART extension, with an HSR intermodal at Manteca, would serve many more people far better - and probably at less cost - than the new ACE line being considered.

Even if ACE ignores the concept of replacing its commute service with BART, the location of its new line would require changing of ACE/BART intermodal stations. That decision should be made later - after ACE decides on its future. That is one reason for extending BART now along I-580 just to the Isabel Interchange.

Cost

The cost of extending BART in a widened I-580 median just to Isabel is about one third or less than the cost through downtown. Almost no costly structure or earth work is required. BART noise is minimal, and mostly masked by noise from the freeway. Right of way costs are minimal. (I have asked BART to include a BART footprint to east of Greenville Road in their estimate.)

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KEN GUINN

PAGE 03

TOD

Development oriented to transit should maximize surface parking near the station and minimize dense residential. As attractions near the station develop, land will be available and parking structures can replace portions of the surface parking. There will be no need to demolish residential uses. The station will serve a much larger community than just the walkable area. Until personal helicopters come about, the ¼ and ½ mile circles are unrealistic for planning purposes.

Stations

An Isabel/I-580 station is in direction for nearly all Livermore BART users. I strongly suggest another station near the truck scales as was originally planned. This would serve eastern Livermore's employment centers well. Further extension under the elevated westbound I-580 lanes to the former SP roadbed, an ACE intermodal station, yard, and shop would come after ACE decides on whether Altamont rail should be commute or transit. Operating costs for the stations could be cut by designing them for remote staffing (RSS).

I-580 widening

Critical to any BART extension to Livermore is widening I-580. Property acquisition and structure designs allowing BART in the median should come ASAP. The City of Livermore has made a great start by settling plan lines. Acquiring the property comes next. I have suggested that Caltrans plan new very heavy duty truck lanes just outside the existing truck lanes, resurface the existing truck lanes, and convert the inside lanes to median for BART, HOV lanes, etc. This might bring new funding from bonds voted for truck corridors.

Governance

Form a five-county rail district effectively merging BART and Caltrain. That would allow BART around the Bay, to Livermore, Brentwood, Crockett, and the Golden Gate Bridge, as well as East Bay bullet trains. Adjusted for population and inflation, a balanced bond issue like BART's in 1962 (paid off a decade ago) would raise about \$16 billion. Let the voters decide!

Robert S. Allen
BART Director (1974-1988)
Retired SP Engineering/Operations
(925) 449-1387

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KEN GUNN

PAGE 04

**BART to Livermore Alternatives
Ranked by Cost**

11 November 2009

Alternative #	Stations	Route	Cost, per DPEIR (000,000)	
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5	1	Quarry	1,010	1,610
1	2	Greenville East	1,980	2,920
2	2	Las Positas	2,080	3,280
3a	2	Railroad	2,080	3,380
3	2	Portola	2,360	3,470
1a	2	Downtown via WP	2,450	3,610
1b	2	Downtown via SP	2,530	3,650
2a	2	Downtown/Vasco	2,390	3,800

Why I favor Alternative 4.

- * By far the least costly alternative;
- * Very little earth or structural work;
- * No "Great Wall";
- * In direction for all of Livermore;
- * Easily accessible for most of Livermore
- * Easily accessible from travel corridors;
- * Relieves I-580 congestion west of Isabel;
- * Lower fares (BART fares are mileage-based);
- * Shorter travel time;
- * Easily extended later to Greenville via modified Alternative 1

Modified Alternative 1:

In widened I-580 median at grade to east of Greenville Road;
Curve left east of Greenville, tunneling under high I-580 westbound lanes;
Future station near truck scales (close to both Vasco and Greenville);
Pointed to Central Valley along former SP and Altamont Pass Road;
Convert Altamont Corridor plans to BART at low cost.
TOD and intermodal station north of I-580 east of Greenville Rd.

Robert S. Allen
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BART Director (1974-1988)
(925) 449-1387
223 Donner Ave.
Livermore, CA 94551-4240

Letter 49 Robert Allen

- 49.1 Regarding Alternative 4 combined with a modified Alternative 1, see Response 42.4 of this document.
- 49.2 The comment relates to the access, transportation, and land uses constraints at the proposed station at Isabel/Stanley. Access and transportation are discussed in Section 3.2 of the Draft Program EIR, and land use is discussed in Section 3.3 of the Draft Program EIR.
- 49.3 The comment supports Alternative 4. See Response 46.4 regarding transit-oriented development at station sites.

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KEN GUNN

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Letter 50

223 Donner Avenue
Livermore, CA 94551
22 January 2010

Joan Chaplick, Program Manager
MIG

Re comment card of January 21 Community Meeting at Livermore Shrine Center

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Stations

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50.7

Governance

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50.8

Robert S. Allen
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KEN GLINN

PAGE 04

**BART to Livermore Alternatives
Ranked by Cost**

11 November 2009

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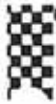
Robert S. Allen
 Robert S. Allen
 BART Director (1974-1988)
 (925) 449-1387
 223 Donner Ave.
 Livermore, CA 94551-4240

50.9

Letter 50 Robert Allen

- 50.1 Please see Response 48.5 of this document regarding the “Brickyard” and BART property.
- 50.2 The Altamont Corridor Project is evaluating a variety of future alignments for the ACE train. For the purpose of the BART to Livermore Program EIR, BART assumes that, consistent with the Regional Rail Plan, the ACE train will continue to run in the existing railroad corridor through Livermore, and an intermodal station will be possible along the existing UPRR right-of-way. See Response 43.5 regarding BART extensions to San Joaquin County.
- 50.3 See Response 50.2 of this document regarding a change in ACE alignment.
- 50.4 The comment is correct that the cost of Alternative 4 (Isabel/I-580) is less than the alternatives with downtown stations and right-of-way is also less, principally because Alternative 4 has a shorter alignment and only one station. BART cost estimates, which are included as Appendix B in the Draft Program EIR, include the cost of stations adjacent to the east side of Greenville Road (Alternatives 1, 1a, and 1b). These cost estimates do not include a station north of I-580 and east of Greenville Road as recommended by the commentor; please see Response 42.4 regarding the issues for that station location. The comment is correct that there are fewer noise impacts for an alignment in the median of I-580.
- 50.5 One-half mile from a transit station is the distance typically used as the limit for patrons to walk to the station and is also considered the approximate boundary for transit-oriented development (TOD). The development of a walking-oriented community around a station does not preclude patrons with autos from using the station, but it emphasizes the development of higher density development that generates more transit riders. See Response 47.4 regarding TOD at stations.
- 50.6 See Responses 42.4 and 43.4 regarding a terminus station east of Greenville Road and an intermediate station between Vasco Road and Greenville Road (truck scales), respectively.
- 50.7 One of the purposes of the Program EIR is to allow the BART Board to select a preferred alternative. This decision would allow the acquisition of property to protect the future BART alignment. If a freeway alternative were selected, BART would work with Caltrans on the acquisition of property and reconstruction of the freeway to prepare for a BART alignment in the median.
- 50.8 Please see Response 42.1 of this document.
- 50.9 The commentor presents the merits of Alternative 4 and a modified version of Alternative 1. Please see Responses 42.4 and 43.4 of this document.

Letter 51



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KEN GUNN

PAGE 01

Martin Quint
Minor changes from what
I sent you yesterday on the day
before. Bob Allison

223 Donner Avenue
Livermore, CA 94551
26 January 2010

BART Board of Directors

Re BART to Livermore DPEIR

The comment period for this DPEIR closed at 5 pm January 21. Less than two hours later the City of Livermore held an extended "Community Meeting" on the project. It is apparently too late to submit comments for the DPEIR, but you will be voting on the program, and I hope you will consider:

51.1

History

BART for many years planned to follow the railroads through downtown Livermore. Nearly 25 years ago - on March 10, 1986 - the Livermore City Council voted 5-0 instead "to support a freeway orientation for the BART line". They sold the 11-acre Brickyard that had been bought with a transportation grant for a station site in downtown Livermore. BART then bought the 53-acre Gandolfo property on Airway Blvd. near Isabel for an I-580 West Livermore station. (The site was many times the size of any other BART station site, but it brought land for the new Isabel/I-580 Interchange into public ownership.) BART also acquired land for an East Livermore station site near the truck scales and for a train yard near Greenville Road. Caltrans has spent large sums on interchanges making them compatible with BART in the median. The die is cast.

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Just as BART is being extended to the Silicon Valley, extending BART over the Altamont to the Central Valley makes more sense than building a new ACE line. Probably at less cost, the BART line would serve many more people far better than a rebuilt ACE line and BART transfer in Livermore. Money planned for ACE could extend BART along the former SP beyond Greenville Road toward Mountain House, Tracy, Banta, Lathrop, and an HSR interface in Manteca.

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51.4

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PAGE 02

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IQD

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Governance

I strongly urge the legislature to form a five-county rail district effectively merging the BART and Caltrain counties. That would allow BART around the Bay, to Livermore, Brentwood, Crockett, and the Golden Gate Bridge, as well as East Bay bullet trains. Adjusted for population and inflation, a balanced bond issue like BART in 1962 (paid off a decade ago) would raise about \$15 billion. Let the voters decide!

Robert S. Allen
BART Director (1974-1988)
Retired SP Engineering/Operations
(925) 449-1387

Cc: MTC
ACE
Caltrans District 4
CA HSRA
Livermore City Council
Caltrain

51.4 cont.
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51.8

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Ranked by Cost
 11 November 2009

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Robert S. Allen
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 223 Donner Ave.
 Livermore, CA 94551-4240

51.9

Letter 51 Robert Allen

- 51.1 The City of Livermore conducted its own planning process related to potential BART station sites in Livermore, and the comment refers to one of the City's planning meetings. As noted in the comment, the comment period for the Draft Program EIR closed at 5 p.m. on January 21, 2010.
- 51.2 See Response 50.1 of this document.
- 51.3 The Altamont Corridor Project is evaluating a variety of future alignments for the ACE train. For the purpose of the BART to Livermore Program EIR, BART assumes that, consistent with the Regional Rail Plan, the ACE train will continue to run in the existing railroad corridor through Livermore, and an intermodal station will be possible along the existing UPRR right-of-way. See Response 43.5 regarding BART extensions to San Joaquin County.
- 51.4 See Response 50.4 of this document.
- 51.5 See Response 50.5 of this document.
- 51.6 Please see Response 43.4 regarding a station near between Vasco Road and Greenville Road (truck scales), Response 42.4 regarding a station north of I-580 and east of Greenville Road, and Response 51.3 regarding the Altamont rail corridor. BART is not considering remote staffing at this time.
- 51.7 See Response 50.7 of this document.
- 51.8 See Responses 42.1 and 42.2 of this document.
- 51.9 The commentor presents the merits of Alternative 4 and a modified version of Alternative 1. Please Responses 43.1 to 43.5 of this document.

Letter 52



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KEN GUNN

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Martin Quint
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223 Donner Avenue
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26 January 2010

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structure reverberation), and mostly masked by freeway noise. Right of way costs are minimal. (I have asked BART to include a BART footprint to east of Greenville Road in their estimate.)

TOD

Development oriented to transit should maximize surface parking near the station and minimize dense residential. As attractions near the station develop, land will then be available and parking structures can replace portions of the surface parking. There will be no need to demolish residential uses. Given enough parking, such a station will serve a much larger community than just the walkable area. Until personal helicopters arrive, the 1/4 and 1/2 mile circles are unrealistic and misleading planning lines.

Stations

An Isabel/I-580 station is in direction for nearly all Livermore BART users. I strongly suggest another station near the truck scales as was originally planned. This would serve eastern Livermore's employment centers well. Further extension under the elevated westbound I-580 lanes to the former SP roadbed, an ACE intermodal station, yard, and shop would come after ACE decides on whether Altamont rail should be ACE (commute) or BART (transit). Operating costs for the stations could be cut by designing them for remote staffing (RSS).

I-580 widening

Critical to any BART extension to Livermore is widening I-580. Property acquisition and structure designs allowing BART in the median should come ASAP. The City of Livermore has made a great start by setting plan lines. Acquiring the property comes next. I have suggested that Caltrans plan new very heavy duty truck lanes just outside the existing truck lanes, resurface the existing truck lanes for automobiles, and convert the inside lanes to median for BART, HOV lanes, etc. This might bring new funding from bonds voted for truck corridors.

Governance

I strongly urge the legislature to form a five-county rail district effectively merging the BART and Caltrain counties. That would allow BART around the Bay, to Livermore, Brentwood, Crockett, and the Golden Gate Bridge, as well as East Bay bullet trains. Adjusted for population and inflation, a balanced bond issue like BART in 1962 (paid off a decade ago) would raise about \$15 billion. Let the voters decide!

Robert S. Allen
BART Director (1974-1988)
Retired SP Engineering/Operations
(925) 449-1387

Cc: MTC
ACE
Caltrans District 4
CA HSRA
Livermore City Council
Caltrain

52.4
cont.

52.5

52.6

52.7

52.8

81/26/2010 23:24

9254491387

KEN GUNN

PAGE 83

BART to Livermore Alternatives
Ranked by Cost
 11 November 2009

Alternative #	Stations	Route	Cost, per DPHIR (000,000)	
			Construction Line 6	Total Line 11
4	1	Isabel/I-580	\$ 720	\$ 1,120
5	1	Quarry	1,010	1,610
1	2	Greenville East	1,980	2,920
2	2	Las Positas	2,080	3,280
3a	2	Railroad	2,080	3,380
3	2	Portola	2,360	3,470
1a	2	Downtown via WP	2,450	3,610
1b	2	Downtown via SP	2,530	3,650
2a	2	Downtown/Vasco	2,390	3,800

Why I favor Alternative 4.

- * By far the least costly alternative;
- * Very little earth or structural work;
- * No "Great Wall";
- * In direction for all of Livermore;
- * Easily accessible for most of Livermore
- * Easily accessible from travel corridors;
- * Relieves I-580 congestion west of Isabel;
- * Lower fares (BART fares are mileage-based);
- * Shorter travel time;
- * Easily extended later to Greenville via modified Alternative 1

52.9

Modified Alternative 1:

In widened I-580 median at grade to east of Greenville Road;
 Curve left east of Greenville, tunneling under high I-580 westbound lanes;
 Future station near truck scales (close to both Vasco and Greenville);
 Pointed to Central Valley along former SP and Altamont Pass Road;
 Convert Altamont Corridor plans to BART at low cost.
 TOD and intermodal station north of I-580 east of Greenville Rd.

Robert S. Allen
 Robert S. Allen
 BART Director (1974-1988)
 (925) 449-1387
 223 Donner Ave.
 Livermore, CA 94551-4240

Letter 52 Robert Allen

52.1 See Response 51.1 of this document.

52.2 See Response 50.1 of this document.

52.3 See Response 50.2 of this document.

52.4 See Response 50.4 of this document.

52.5 See Response 51.5 of this document.

52.6 Please see Response 43.4 of this document regarding a station near between Vasco Road and Greenville Road (truck scales), Response 42.4 regarding a station north of I-580 and east of Greenville Road, and Response 51.3 regarding the Altamont rail corridor. BART is not considering remote staffing at this time.

52.7 See Response 50.7 of this document.

52.8 See Response 42.1 of this document.

52.9 The commentator presents the merits of Alternative 4 and a modified version of Alternative 1. Please Responses 42.4 and 43.4 of this document.

Page 1 of 4

Letter 53

From:

Ed Alley
125 Trevarno Rd.
Livermore, CA 94551

To the BART EIR committee:

Dec. 16, 2009

I would like to address two areas that I believe are important to the environmental impact of BART to Livermore. First, however, I would like to point out an out-of-date feature on the maps that show the area around the Portola Maintenance Yard.

53.1

A Map Correction:

Refer to fig 2-14 (The Portola Maintenance Yard):

The Hexel plant is shown in map 2-14. It is on the south side of the UP tracks from the Mines Rd. overpass west to just past Trevarno Rd. The Hexel plant has been demolished by a developer (Northbrook Homes). In the future they plan to erect medium to high-end homes on that property. Therefore, the UP tracks will be bordered on the south side by homes from Mines Rd. westerly to the First St. overpass a distance of approximately 0.7 miles.

53.2

My two areas of concern are first: the impact of the Maintenance Yards on homes and business; and then, the impact of a downtown station on parking in Livermore. I believe that street parking is an environmental issue that can effect business as well as the quality of life for homeowners.

53.3

Page 2 of 4 Letter from Ed Alley

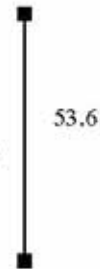
The Impact of Maintenance Yards:

Of the nine alternative alignments proposed, three alignments (1, 1a, 1b) include a Maintenance Yard near Greenville Rd.; two alignments (2, 2a) include a Maintenance Yard near Vasco Rd; two of the alignments (3, 3a) include a Maintenance yard at the end of Portola near the UP tracks and Mines Rd.

According to sec 3.10 (Noise and Vibration) a Maintenance Yard has the potential of generating noise levels that can be significant. I also believe that there will be a significant level of night lighting associated with these yards. Continuous night lighting will significantly affect the quality of life for homes in the immediate area.



According to the report 3.10 sec NO-2, alternatives 3 and 3a (the Portola and Railroad alternatives) represent the greatest potential for exceeding acceptable noise levels. Followed by this are the alternatives 1, 1a, and 1b (the Greenville East, Downtown Greenville East, and Downtown Greenville East via SPRR) that represent the next in the severity of the impact of noise. The Vasco Maintenance Yard which is used in alternatives 2 and 2a (Las Positas, Downtown-Vasco) represents the least intrusive as far as the impact of noise on homeowners.



I would like to emphasize that the Portola Maintenance Yard would represent a terrible choice for the location of a Yard. Its placement would affect a long line of homes directly to the south of the UP railroad from the First St. bridge west to Mines Rd. a distance of over 0.7 miles. In addition the Trevarno Rd. historic district would be greatly affected since the yard would be directly adjacent to this Cultural Resource. (Cultural Resources 3.6 sec CR-1 alternatives 3 and 3a). Also, there are many businesses along First St. from the First St. bridge to Trevarno Rd. which would be closed. I have personally counted over 70 businesses along this corridor together with 7 homes. The destruction of the corridor would adversely affect the economy of Livermore because of the many jobs that would be lost. (Taking an average of 5-6 employees per business that would be approximately 400 jobs lost to Livermore. Another adverse effect on the economy of Livermore would be the loss of tax revenue from these businesses because BART is a government agency that does not pay taxes to the cities in which it owns land.



Page 3 of 4 Letter from Ed Alley

The Greenville Maintenance Yard map (fig 2-5) shows that there is the potential of significant noise and light levels near homes bordering on the west side of Laughlin Rd. According to the map, there does not seem to be any impact on business in the area where the Maintenance Yard would be located.

53.9

I would say that if BART wants a Maintenance Yard, then the Vasco Yard would be the best choice as far as the impact of noise and light on homeowners is concerned. There is the question of lost jobs and tax revenue from the businesses that would be closed in that area since what is shown on the map (fig 2-11) are a number of large buildings that would be demolished to make space for the yard.

53.10

53.11

The most favorable alignment with a Maintenance Yard would be the Las Positas alignment (alternative 2) with the Vasco Maintenance Yard. The Las Positas alignment would be slightly more expensive than Greenville-East (alternative 1) but would have the least environmental impact. According to the table in the summary (fig S-3) the predicted new ridership would be 29,800. This is less than the Greenville-East new ridership of 31,700. The Greenville-East cost is projected to be 2.92 billion while the Las Positas alignment is projected to cost 3.28 billion. In addition, the Greenville Maintenance Yard is much larger (119 acres) vs. either the Portola Yard (47 acres) or the Vasco Yard (52 acres). If the goal is to increase ridership and have a Maintenance Yard, then the Greenville-East alignment is the one to choose. However, the cost of the Greenville-East alignment could go up if mitigation measures are taken to reduce the noise and the light levels that would affect the homes on the west side of Laughlin Rd.

53.12

Page 4 of 4 Letter from Ed Alley

The Impact of the Downtown Station:

I think that a downtown station in Livermore would be an environmental disaster. It would turn Livermore into a BART parking lot. There is precedence for this: During the week between Monday and Friday the Trader Joes parking lot in Pleasanton (just off of Highway 580 on Santa Rita Rd.) is always full. When investigated it is found that overflow from the BART parking lot finds its way there (and many other business parking lots in the area). This is not just overflow parking but it seems that people also arrange to drop their cars at these lots and then meet in a carpool to take only one car to the BART station; the car with a parking permit. This saves on parking fees.

This would also happen in Livermore, even if there were a large parking lot at Greenville or Vasco Rds. because these large lots always fill up during commute days. People will then find other places to park and the Livermore neighborhoods will be the places that they will find. Law enforcement would ignore this issue as they ignore the issue in Pleasanton; Trader Joes cannot get the Pleasanton Police to act (other than a minor parking citation), so the overflow continues and the businesses suffer. Because of the carpool strategy, Livermore will still suffer from the Trader Joe parking lot problem even with no downtown station.

53.13

53.14

Ed Alley
125 Trevarno Rd.
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phone: (925) 447-9607
email: edalley@covad.net

Letter 53 Ed Alley

- 53.1 The aerial photo used in Figure 2-14 (page 2-39) is from 2006, prior to the demolition noted by the commentor. The demolition of the Hexcel plant does not affect the conclusions in the Draft Program EIR. See Response 53.2 of this document.
- 53.2 According to City of Livermore staff,⁴⁹ development of the Hexcel property is occurring in three phases. Phase I of the project, consisting of 45 residential units along the southern edge of the Hexcel property, has been constructed. Phase I is reflected in Figure 3.3-1 (page 3.3-5) and Figure 3.3-5 (page 3.3-29) of the Draft Program EIR. Phase I was included in the Land Use analysis in Section 3.3, Land Use, of the Draft Program EIR.

Phase II of the Hexcel development plan involves the construction of 11 units at the western edge of the Hexcel site. Although the Phase II application for entitlement has been approved by the City of Livermore, construction has not yet occurred. These undeveloped parcels are shown in Figure 3.3-1 of the Draft Program EIR. However, the City of Livermore has approved a General Plan amendment for re-designation of the Phase II property from an industrial to residential use, which is not reflected in Figure 3.3-5 of the Draft Program EIR. Therefore, to acknowledge the most current amendments to the land use designations by the City of Livermore, Figure 3.3-5 from the Draft Program EIR has been updated. Refer to Section 6, Revisions to the Draft Program EIR, for the updated figure.

Phase III of Hexcel development involves the construction of 70 residential units on the site of the Hexcel plant itself. As noted in this comment, the plant has been demolished. However, no application for entitlement of Phase III has been submitted to the City of Livermore. The developer has submitted an application to amend the General Plan land use designation from an industrial to residential use, but this amendment has not been approved by the City. The demolition of the Hexcel plant is not reflected in Figure 3.3-1 of the Draft Program EIR, which identifies the existing use of the property as industrial. Therefore, to reflect the recent demolition, Figure 3.3-1 from the Draft Program EIR has been updated to identify the property as "Undeveloped." Refer to Section 6, Revisions to the Draft Program EIR, for the updated figure.

Because Phase II entitlement has been approved by the City, the development must be included in the analysis of Land Use impacts. The 11 units planned for Phase II would not alter the impact conclusions identified in the Draft Program EIR. The Draft Program EIR identifies that both alternatives that include the Portola/Railroad Yard, Alternatives 3 and 3a, would have potentially significant impacts related to land use incompatibility (see Table 3.3-6, page 3.3-36). As summarized in Table 3.3-7 of the Draft Program EIR (page 3.3-38), this finding of significance is based on the fact that the Portola/Railroad Yard

⁴⁹ Vinn, Bob. Assistant City Engineer, City of Livermore. Personal communication with Greg Goodfellow, DC&E. May 13, 2010.

would be adjacent to a residential neighborhood, and may disturb those residences and adversely affect the setting (page 3.3-47, paragraph 1).

As required by CEQA Guidelines, the Draft Program EIR analyzes the program's compatibility with existing land uses and approved land use plans. Therefore, potential impacts of the alternatives on Phase III of the development are not included in the current environmental analysis. If a preferred alternative alignment through this area is selected, the City of Livermore would consider impacts of the BART alignment on future residential development projects during CEQA review for those projects.

- 53.3 Please refer to Master Response 5 of this document, regarding the effects of the BART extension alternatives on Downtown Livermore, particularly regarding potential impacts on traffic and parking in the downtown area. A discussion of the maintenance yard is presented in Responses 53.4 and 53.5 below.
- 53.4 As noted in the Draft Program EIR on pages 3.10-54 through 3.10-56, there would be potentially significant noise impacts associated with the Greenville Yard and the Portola/Railroad Yard. Mitigation Measure NO-2.1 on page 3.10-56 is proposed to reduce these impacts to a less-than-significant level.
- 53.5 Section 3.5, Visual Quality, assesses the light and glare impacts of each alternative. An alternative that creates a new source of light or glare that adversely affects day or nighttime views would result in a potentially significant visual impact (page 3.5-15, first bullet point). As summarized in Table 3.5-1 (page 3.5-18), all of the alternatives except Alternative 4 would have potentially significant impacts related to light or glare. Table 3.5-2 (pages 3.5-19 to 3.5-21) identifies that these potentially significant impacts would be associated with light from either the Greenville Yard, Vasco Yard, or Portola/Railroad Yard. The Draft Program EIR also states that these impacts could be reduced to less-than-significant levels via the development of sensitive lighting design specifications (Mitigation Measure VQ-4.1, page 3.5-44).
- 53.6 The commentator correctly notes that the noise impacts (described on pages 3.10-54 through 3.10-56 of the Draft Program EIR) associated with the Portola/Railroad Yard (Alternatives 3 and 3a) would have the greatest potential for exceeding the significance thresholds, and that the Vasco Yard (Alternatives 2 and 2a) would have the least potential for impact to nearby sensitive noise receptors.
- 53.7 The Portola/Railroad Yard, which is proposed under Alternatives 3 and 3a, is currently occupied by industrial uses and operation. As noted on page 3.10-55 of the Draft Program EIR, noise levels from maintenance activities could result in potentially significant increase to the existing residences south of the proposed yard. In addition, as stated in the Draft Program EIR (see page 3.6-21, first full paragraph), the Portola/Railroad Yard would not introduce new features that would change the setting of the Trevarno Road Historic District. While new maintenance activities are unlikely to result in adverse impacts on the

- Trevarno Road Historic District, the Draft Program EIR acknowledges that until project-level research is performed on historical resources, it is not known if project-level mitigation measures would reduce impacts to less than significant (see Master Response 1 of this document, regarding the differences between program- and project-level analysis). Accordingly, the Draft Program EIR conservatively concludes that Alternatives 3 and 3a would have potentially significant and unavoidable impacts to historic resources.
- 53.8 This comment describes potential adverse impacts to the Livermore economy and tax base from displacement of businesses due to the Portola/Railroad Yard. Per CEQA Guidelines, the EIR addresses the potential for displacement of businesses and identifies this as a significant impact for all alternatives (see page 3.4-11, last paragraph). Acquisition of the properties between First Street and the UPRR tracks would be necessary to construct the maintenance yard. It is possible that only the portions of the properties adjacent to the tracks would be necessary for the yard (see Figure 2-14 on page 2-39). This could allow some of the existing businesses and residences to remain along First Street. Detailed acquisition plans would be identified at the project-level evaluation. To mitigate this impact, the Draft Program EIR identifies Mitigation Measure PH-2.1 on page 3.4-23. Consistent with this mitigation measure, BART shall implement an acquisition and relocation program that meets the requirements of applicable State relocation law and which mitigates the impact to a less-than-significant level. Other than such physical impacts, economic effects are not considered to be environmental impacts under CEQA.
- 53.9 Businesses are generally not considered sensitive to light and noise, compared to homes. However, impacts to those businesses, such as hotels and private daycare centers, where low noise levels or light intrusion would be critical to their business were evaluated. For example, there are hotels on the southern side of I-580 and noise impacts to those hotels were found to be less than significant. For other businesses near the hotels and freeway, the impacts would be expected to be no greater than those predicted for the nearby hotels and homes (less than significant). As noted on page 3.5-43 and 3.5-44, light and glare impacts were considered potentially significant for both residential and commercial areas near station and yards. However, implementation of Mitigation Measure VQ-4.1 would reduce impacts to less than significant for all alternatives.
- 53.10 The commentor has expressed a preference for the Vasco Yard. Impacts associated with noise and light and glare at the Vasco Yard would be less than significant or less than significant with mitigation under all extension alternatives.
- 53.11 The commentor is correct that a number of businesses would be acquired and their existing structures demolished, if the Vasco Yard were constructed. Please refer to Response 53.8 of this document, regarding potential impacts to the Livermore economy and tax base from displacement of businesses.
- 53.12 The cost estimate for the maintenance yards is preliminary, but the estimates do include mitigation measures for the reduction of noise and light on adjacent areas. Cost estimates

would be refined during project-level design. The BART Board of Directors will consider the merits of the alignment alternatives, including ridership and costs, during the final hearing to select a preferred alternative.

53.13 Please refer to Master Response 5 of this document, regarding the effects of the BART extension alternatives on Downtown Livermore. In particular, Master Response 5 contains discussions of the traffic and parking impacts. Also, please refer to pages 3.2-138 to 3.2-144 of the Draft Program EIR for a detailed discussion of the parking impacts of the BART extension alternatives. It is true that when the parking at BART stations reaches capacity, there may be overspill parking into the surrounding areas that can affect both public and private parking supplies. This type of impact can be mitigated using standard parking management techniques such as those identified in the Draft Program EIR (see Mitigation Measure TR-6.2 on pages 3.2-143 and 3.2-144).

53.14 Please refer to Response 53.13 of this document.

Letter 54

BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Public Hearing, November 18, 2009
Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Melaine Alley Organization/Business: Historic Treverno District HOA
Address: 125 Treverno Rd. City: Livermore State: CA Zip: 94551
Phone: 925 447-9607 Email: melaine@covad.net

COMMENTS / QUESTIONS:

What is rational for a station at Portola and First Street (Vasco, Railroad, and Portola plans)?
That station is NOT walking distance to downtown, nor the two labs, nor the ACE station! It will generate car traffic in a residential area, with little to no walking traffic. - There's nothing to walk to...

54.1



Letter 54 Melanie Alley

54.1 Please refer to Figure 2-7 on page 2-21 of the Draft Program EIR. This figure shows the specific location of the Downtown Livermore Station. The site is located in the northeast portion of the downtown area. For Alternatives 1a, 1b, and 2a, the station passenger platform would be located alongside the UPRR right-of way between First Street and Junction Avenue, adjacent to the existing ACE station and LAVTA bus transit center. For Alternative 3, the station platform is located slightly further to the northeast, beneath Junction Avenue just to the north of the UPRR right-of-way. Under each of these alternatives, the station platform would be within a one-quarter mile walking distance of the majority of the downtown area, although the platform under Junction Avenue (Alternative 3) would be slightly further from downtown. One-quarter mile is generally considered an acceptable walking distance for convenient transit access. These station sites were selected to provide good access to ACE and LAVTA bus services, to allow good pedestrian access, and to avoid major disruption of existing buildings and development in the area.

Please refer also to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station on the character and quality of Downtown Livermore.

Letter 550
11/19/2009 01:11 AM

To info@bartolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, November 19, 2009 at 02:11:18

First_Name: Melanie

Last_Name: Alley

Email: melclark@covad.net

Message:

My comment is in reference to the station located at the end of Portola for the three proposed alignments known as Portola, Railroad, and Vasco. In studying the graphics at the November 17th meeting, it appears that the map proportions are incorrect. That station is considered downtown, to service the downtown theaters, shopping, etc. The distance from the station to downtown (First Street and Livermore intersection) is precisely 1.1 miles. That is not walking distance for most people. That 1.1mile route is actually an unsafe walk over an overpass and dangerously close to high speed traffic. The station in question is neither walking distance to the two Livermore labs nor the ACE station as well. I am hard pressed to understand the placement of that station, therefore, as it seems like a park and ride location in a mixed residential and light industry area, generating a lot of car traffic for homeowners. It would seem that any alignment that comes "into town" should be adjacent to the ACE station / theater area.

55.1

Preferably, the Isabel and / or Greenville alignments will prevail, as they seem to be most cost effective and least disruptive to our community.

Submit: Submit

REMOTE_ADDR: 69.3.185.235
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X 10_4_11; en)
AppleWebKit/531.9 (KHTML, like Gecko) Version/4.0.3 Safari/531.9

Letter 55 Melanie Alley

55.1 The BART to Livermore Extension Program does not include a BART station at the end of Portola Avenue. As shown in Figure 2-14 (page 2-39) of the Draft Program EIR, it is the Portola/Railroad Yard that would be located at the end of Portola Avenue, just south of the point at which Portola Avenue terminates at First Street. As correctly stated in this comment, the yard site is about one mile from the downtown intersection of First Street and Livermore Avenue.

The location of the Downtown Livermore Station is shown on Figure 2-7 (page 2-21) of the Draft Program EIR. This figure shows the specific location of the Downtown Livermore Station site. The site is located in the immediate downtown area, bounded by Livermore Avenue, Chestnut Street, Junction Avenue, and Ladd Avenue (page 2-19, final paragraph). The Downtown Livermore Station site would include the existing Livermore Transit Center/Livermore ACE Station (page 2-19, final paragraph) and as such would be immediately adjacent to most downtown amenities. A description of the station passenger platforms for the various downtown stations is presented in Response 54.1. For Alternative 3, where the downtown station would be bit further than other downtown stations, the station plan would involve creating new pedestrian connections between the BART station and the ACE and LAVTA transit center. These connections would reduce the length of the walk from BART to the core of the downtown, and would eliminate the need to walk along busy streets, creating a safer walking environment.

The final part of this comment concerns the merits of a project alternative and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 56

605 Vivian Dr
Livermore, CA 94550
pkaonline@comcast.net

January 18, 2010

BART Planning Department
300 Lakeside Drive
Oakland, CA 94612

Re: Public comment on the BART to Livermore program

Dear Mr. Quint,

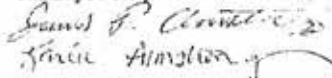
56.1

I am writing this letter to take the opportunity to comment on the draft PEIR for the BART to Livermore Extension. I understand that comments from the public are most useful if they targeted to the PEIR, which I will do. However, I wanted to voice our opinion for the preferred alignments. In essence, we oppose any alignment option that utilizes the Union Pacific or Southern Pacific Railroad right-of-way east of the First Street overpass. In addition, we are strongly opposed to a Vasco Rd. station. We currently reside very close to where the S16 noise monitoring station was installed, as described in Table 3.10-1. As you may expect, our concerns include an increase in the noise level, loss of property value, increased crime, the visual blight of 45 foot, 3,775-space garage, and the increased traffic congestion on both Vasco Road and Greenville Road that this parking structure would bring. Several years ago, we moved less than 2 miles from our previous house because during commute hours, driving the 3 miles on Vasco Rd between Scenic and Patterson Pass took 25 minutes. Finally, the transit-oriented development planned for this area would ruin the continuity of single-family residences in one of the few remaining neighborhoods in the area that feature mid-sized homes on quarter acre lots. We believe that the best possible alignment would be Alternative 1 via I-580, with connection to ACE at the Greenville East station. If transit-oriented development is required to secure funding, we believe that the Livermore residents and their city council would approve the movement of the urban growth boundary to allow construction to occur near the Greenville station.

56.2

The specific issue within the PEIR I would like to address is the projected ridership for the alternatives that include the Vasco Rd station. It seems that from many comments made in the PEIR and the various public meetings, much of this projection is made based on the fact that the Vasco Road station would be located near "five of the City of Livermore's largest employers" (page 3.4-7). The implication here is that employees of these companies would utilize BART to commute to work. We believe this is not a valid assumption. To illustrate, we have obtained a residency analysis from the public affairs office of Lawrence Livermore National Laboratory of the employees there. Of the 6,421 people employed (which is significantly lower than the 8,750 people shown in Table 3.4-3 because of a 2007 lay-off), only 1,112 people live in cities that are currently served by BART. Of these people, I suspect only a small fraction would utilize BART due to proximity of stations to their homes and because their drive to Livermore is in the counter-commute direction. If ridership projections for the Vasco Road station are based on the number of people that work at LLNL, Sandia and similar employers, I strongly encourage you to contact these employers directly to obtain a residency analysis to aid in accurately projecting ridership.

Thank you for your consideration,


James and Karla Armstrong

Letter 56 James and Karla Armstrong

- 56.1 Due to the high cost of extending transit, public agencies believe that transit investments should be made with consideration of appropriate land use and population densities. Coordination of station locations with existing high density land uses and with opportunities for transit-oriented development (TOD) are among BART's primary considerations in selecting a preferred alternative. Alternatives 2a and 2b each have a downtown station and a Vasco Road Station, which are the two station sites with the highest current levels of development. They are also the locations where the City of Livermore would like to channel growth. Therefore, they have the highest potential to provide the TOD desired around future station sites. If the BART Board decides to proceed with the next stage of environmental review, the City of Livermore, in collaboration with BART, would develop a Ridership Development Plan for the corridor that addresses land use changes and/or access improvements to build ridership for the extension at the station sites selected. The BART Board will consider land use and potential TOD in selecting a preferred alternative for the project. Traffic, visual quality, and noise issues are discussed in Sections 3.2, 3.5, and 3.10 of the Draft Program EIR, respectively. Effects on property values are not considered environmental impacts under CEQA and were not addressed in the Draft Program EIR. For crime-related issues, see Master Response 6 of this document.
- 56.2 Please refer to Master Response 2 of this document, regarding the methods used for the ridership forecasts. The ridership forecasting model was developed using travel data derived from actual interviews with individuals that live and work in all areas of the Tri-Valley. The model is also designed to address the changes in travel characteristics that occur when a new transportation investment such as the BART to Livermore extension is put in place. It is important to note that when new transportation alternatives are available, their presence is expected to influence the travel and lifestyle characteristics of the individuals living and working in the Bay Area. This can be seen when examining many of the existing BART stations such as Pleasant Hill, Dublin/Pleasanton, Concord, and Walnut Creek, where over the long term the availability of BART has influenced the growth of these employment centers. The ridership forecasts are based upon forecasts of employment for the year 2035, about 25 years from now. These forecasts include existing land uses and expected future land uses. The forecasts are not based on the current characteristics of the employees at the Lawrence Livermore National Laboratory or the other existing employers from the area because these characteristics will likely change over time. As existing employees leave and are replaced by new employees, or as new employees are hired to fill expansion needs, the characteristics of the new employees are expected to reflect the availability of transportation options such as a BART extension. Also, the fact that many employees will live in locations not served by BART and therefore would not be likely to use BART is fully accounted for in the model and the resulting forecasts. BART's experience has been that its suburban stations attract on average about 10 percent of the trips from nearby employers.

Letter 57



Harry Babb
<hbabb@waxie.com>
11/30/2009 12:08 PM

To "info@bartolivermore.org" <info@bartolivermore.org>
cc
bcc

Subject Acronyms

History: This message has been forwarded.

57.1 Is there a table defining all the acronyms used in the "Bart to Livermore Extension - Draft Program EIR" dated 11/6/2009?
e.g. "TOD", etc

Regards,

Harry Babb
V P Corporate Operations & IT
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San Diego, CA 92123
Off 858.292.8111 x 840
Fax 619.374.7070

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Letter 57 Harry Babb

- 57.1 There is no table that defines the acronyms used in the EIR. The acronyms used in the Draft Program EIR are defined the first time they are used in each section. For example, in Section 3.3, Land Use, in the Draft Program EIR, TOD (transit-oriented development) is defined on page 3.3-23.

Letter 58



0
12/19/2009 12:37 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Saturday, December 19, 2009 at 13:37:52

First_Name: Jonathan

Last_Name: Bair

Email: j@jonathanbair.com

Message: What will the impact of increased riders from Livermore be on the already near-capacity Transbay Tube? When the Bay Bridge was closed, many trains wouldn't let people on at West Oakland. Would service be degraded in West Oakland because of more riders from Livermore?

58.1

Without bathrooms on the trains or in most stations, what will the public health impacts of a very long train ride be? How long does BART think it's reasonable to put people on a train without a bathroom?

58.2

What would the ridership increase be for Livermore versus an infill station in East Oakland?

58.3

The ridership projections show that almost a quarter of the population of Livermore would ride the train. Why would Livermore have the highest transit mode-share of any comparable city?

58.4

Considering that on average BART extensions only produce half of the projected riders, how are you adjusting your ridership projection methodology to be more accurate? What sort of obligation does BART have to the public to ensure ridership projections are accurate?

58.5

Transit investments in CA are supposed to be linked to housing projection. Livermore has a housing construction cap. Even housing development around a new station would be much smaller in quantity than housing development in other parts of the BART area. How can we reward suburbs that refuse to build their fair share of housing? How does this mesh with state mandates for smart growth?

Would building a BART station in an outer suburb encourage sprawl? What are the environmental impacts of BART-induced sprawl?

58.6

Why is Livermore in line for a station and Alameda is not? More people live in Alameda, it's denser, it has a much higher transit mode-share already, and it's planning to build thousands of units of housing. How is Livermore justified from a ridership perspective?

58.7

BART requires a higher per-rider subsidy than Altamont Commuter Express. What is the financial impact of encouraging people to transfer from the ACE to BART? How much more would ACE riders have to pay for their yearly commute?

58.8

Will you seek the permission of local jurisdictions along the BART route? Specifically, the Oakland City Council and Alameda County Board of Supervisors

should have a say.

This project should seek the input of the ACTIA bike/ped advisory committee. Will you do so? Why or why not?

What is the impact of building a Livermore extension on BART's financial capacity to replace its aging train cars, or build infill stations?

What would be the relative subsidy to riders in Livermore versus riders in Oakland? How is that justified from an environmental or equity perspective?

What are alternative uses of these funds that would better serve low-income communities? Has BART completed a Title VI analysis for this extension?

BART extensions have a financial and operational impact on the core system. What outreach are you planning to discuss this extension in other parts of the BART area? Also, what are the financial and operation impacts of this extension on the rest of the system?

BART has recently been plagued with delays due to equipment malfunctions, particularly in Hayward and downtown Oakland. What is BART's on-time record for the last five years? How will building an extension to Livermore impact BART's on-time record? How will the Livermore extension function without BART making upgrades to ensure that equipment problems don't continue?

Is BART planning to buy more trains for the Livermore extension? Hire more operators? If so, what are the financial impacts of that for the BART system? If not, how much will extending the existing trains out to Livermore reduce service for the rest of the system?

How much electrical power will the extension to Livermore consume? What is BART's energy profile? How much additional CO2 emissions and other pollutants will be emitted because of this extension?

Submit: Submit

REMOTE_ADDR: 64.142.24.117
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■ 58.16

Letter 58 Jonathan Bair

58.1 Please refer to pages 3.2-59 to 3.2-65 in the Draft Program EIR for a discussion and evaluation of the impacts of the BART alternatives on the core system of BART. This discussion addresses the need for additional vehicles and vehicle facilities to avoid overcrowding of trains due to the added ridership generated by a BART to Livermore extension. The capacity of the Transbay Tube was also considered. BART has a number of initiatives underway which are intended to address the capacity of the Transbay Tube by increasing the number of trains per hour which can use the Transbay Tube and increasing the number of persons per car that can be accommodated. The analysis determined that the combined train requirements of all the BART lines using the tube assuming both the BART to Livermore and BART to San Jose/Santa Clara extension would approach the planned capacity of the Transbay Tube.

Since the purpose of a Program EIR is to provide a comparison of the alternatives and because all the alternatives would have a similar impact on overall BART operations, there was not a need at this point to undertake a detailed analysis of the capacity impacts on the Transbay Tube. If and when a preferred alternative is identified, and taken to a project-level environmental document, then it will be appropriate to conduct the more detailed studies (see Master Response 1, regarding program-level versus project-level EIRs).

58.2 The proposed total length of the extension alternatives would add on average 10 minutes to the travel time of the existing Dublin-Pleasanton BART Line. Therefore, the total trip time from Embarcadero Station to a terminus station in Livermore would not exceed approximately 52 minutes. A travel time of 52 minutes is nearly identical to the travel time for trips made today on BART from Embarcadero to Pittsburg/Bay Point Station. BART provides public bathrooms at all non-underground BART stations; this includes the existing Dublin-Pleasanton Station. Bathrooms would be included at any future above-ground station constructed as part of the BART to Livermore extension. Thus, a BART extension to Livermore would be consistent with District policy regarding public bathrooms and trip lengths.

58.3 The purpose and scope of the Draft Program EIR was to provide a basis for the comparison of alternatives for a BART to Livermore extension. It was not intended to compare a BART to Livermore extension with other transportation projects such as new station in East Oakland.

Regarding the number of Livermore BART riders compared to the population of Livermore, please refer to Table 3.4-4 on page 3.4-9 of the Draft Program EIR. The forecast population for the City of Livermore in the year 2035 is 120,900 persons, and there would also be 82,990 jobs. The new BART trips associated with the alternatives represent one-way trips; thus, a resident of Livermore using BART to travel to a work location would be making two trips. Many of the trips are not related to the residential

- population, but would be generated by jobs, schools, and other land uses. Another factor is that many of the riders (about 30 percent) will come from San Joaquin County (see Table 3.2-21 on page 3.2-56 of the Draft Program EIR), and others will come from Pleasanton and Dublin and other areas of Alameda and Contra Costa counties. After taking these factors into account, the actual estimated mode share from Livermore would be substantially less than that resulting from simply comparing total ridership with the population of Livermore.
- 58.4 Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the ridership forecasts.
- 58.5 Due to the high cost of extending transit, BART recognizes that transit investments should be made with consideration of appropriate land use and population densities. Coordination of station locations with existing high density land uses and with opportunities for transit-oriented development (TOD) are among BART's primary considerations in selecting a preferred alternative. One of the program objectives for this project (see page 1-12) is to conform to the BART System Expansion Policy (SEP) and with the Metropolitan Transportation Commission's (MTC) Resolution #3434 – Transit Oriented Development Policy for regional transit extension projects. The BART SEP ranks alternatives on several criteria that consider transit-supportive land uses and the potential for ridership development, and is used by the BART Board in determining which alternative to select as the preferred alternative. Currently, none of the alternatives have existing or proposed station area densities sufficient to meet the MTC Resolution #3434 policy. Alternatives 2a and 2b each have a downtown station and a Vasco Station and have the highest potential to achieve the MTC TOD policy thresholds, as they serve the two station sites with the highest current levels of development, and they are the locations where the City of Livermore would like to channel growth. The City of Livermore would need to modify zoning in the station areas in order to fully meet the MTC target. If the BART Board decides to proceed with the next stage of environmental review, the City of Livermore, in collaboration with BART, will develop a Ridership Development Plan (RDP) for stations in the corridor that addresses land use changes and/or access improvements to build ridership for the extension. These issues will be considered by the BART Board in deciding whether or not to proceed with the project and in selecting a preferred alternative for the project.

The Draft Program EIR identified the potential growth-inducing impacts of the project in Section 4.4 on pages 4-4 through 4-10. As a point of information, the City of Livermore does not have a construction cap. It has an Urban Growth Boundary (UGB), which is coordinated with the city's growth control policy to intensify development density within the UGB. The current state mandate for smart growth (SB 375) is addressed in the Draft Program EIR in Section 3.11 (see page 3.11-17). As noted above, both BART and MTC have policies in place to coordinate transit investments with higher land use and population densities and opportunities for TOD. Transit systems like BART are considered essential

to encourage increased land use densities and provide an alternative to the automobile, which is the single biggest factor in encouraging sprawl.

58.6 This purpose of this document is to perform an environmental analysis under CEQA of a proposed BART extension to Livermore. An extension to Alameda, as suggested by the commentor, is currently not under consideration. The extension to Livermore is being studied as an extension to the existing Dublin/Pleasanton line, in conformity with the Regional Rail Plan published by MTC in September 2007. The Regional Rail Plan also listed the Livermore extension in its phasing plan for implementation in the 2015-2030 timeframe (see Regional Rail Plan Final Report, page 96). In the Regional Rail Plan, service to Alameda was envisioned as part of a project to construct a second tube between the East Bay and San Francisco, shown in the phasing plan in the 2030-2050 timeframe (same page reference as above). Thus, the BART program is in conformity with the regional direction to pursue the Livermore extension, with the future possibility of a new tube to San Francisco with service through Alameda.

As noted in Response 58.3, the City of Livermore population is just one factor in the extension ridership. Other important factors include regional employment, the potential to serve Alameda and Contra Costa County riders, and opportunity to serve riders from San Joaquin County. Ridership estimates were developed for this project, and are included in the Draft Program EIR (see pages 3.2-45 to 3.2-65). Please refer also to Master Response 2 for specific information on the process and methodology for performing the ridership projections.

58.7 This project does not anticipate that BART will replace ACE for any portion of ACE's current service, but will connect with ACE in order to facilitate travel using both ACE and BART. The transfer of passengers between ACE and BART is intended to facilitate travel to additional destinations on the BART system not currently served by ACE, not to supplant the current ACE service. The expectation is that ridership on ACE would grow as a result of convenient connections to the BART system, and the wider network of destinations accessible by transit. The generation of new riders on the ACE system resulting from the direct connection with BART was identified as a potential project result with less-than-significant impacts in the Draft Program EIR on page 3.2-46. Riders who currently make this transfer using a shuttle bus connection between ACE and BART are already paying two fares for this trip. They would continue to pay two fares, however, but without the necessity of using the LAVTA shuttle bus between the BART and ACE stations. The riders would have a faster travel time for the same fare, which would be a benefit.

58.8 BART will obtain all necessary permits and approvals needed for the project, as identified in the Draft Program EIR in Table 1-1, on pages 1-26 through 1-28. In addition to the formal permitting processes, BART has sought input on all aspects of project development from local agencies throughout the development of the Draft Program EIR. This was primarily provided through two formal advisory groups; a Technical Advisory Committee

- and a Policy Working Group. These groups include the cities in the Tri-Valley area, Alameda County, local resource agencies, county transportation planning and funding agencies, MTC, Caltrans, and connecting transit agencies. The City of Livermore, Alameda County, ACTIA, and the Alameda Board of Supervisors have been involved in the environmental process. However, the extension of service from Dublin/Pleasanton to Livermore is outside the jurisdiction of the Oakland City Council. The BART Board, which consists of elected representatives from jurisdictions in Alameda County and the other counties in the BART district, will make the final decision on the preferred alternative for the project.
- 58.9 BART has briefed the ACTIA Board and the ACTIA Citizens Advisory Committee on the BART to Livermore Extension Program but has not been directed by ACTIA to seek input from the bicycle/pedestrian committee. Once more detailed station access plans are available following project-level design, BART would be open to input from all bicycle and pedestrian groups.
- 58.10 A funding plan has not yet been developed for this project; therefore, the possible alternative BART uses for any funds that might be used for this project are not known at this time. If the project moves into the project-level environmental process, a funding plan would be developed. The impacts of the extension on the BART system, including any potential effects on the BART fleet, are identified in the Draft Program EIR in Section 3.2, Transportation, and discussed on pages 3.2-53 through 3.2-65.
- 58.11 Subsidy per rider is not a CEQA issue and was not investigated as part of this program-level evaluation. However, the comment implies that there would be a relative subsidy for Livermore-based riders compared to Oakland riders, which is not accurate. BART employs a distance-based fare system and fares to future Livermore stations would be consistent with this policy. Please see Response 58.12 regarding environmental justice and equity.
- 58.12 A funding plan has not yet been developed for this project; therefore, the possible alternative BART uses for any funds that might be used for this project are not known at this time. Alternative use of funds is not a CEQA issue and was not investigated as part of this document. This project is included in MTC's two major planning documents – the Regional Transportation Plan and the Regional Rail Plan, and is therefore eligible to seek programming of funding as the project progresses.

Environmental justice (EJ) and equity issues will be addressed through Title VI analysis, which will be conducted during or before the future project-level NEPA/CEQA environmental analysis. However, BART has identified a minority population in the vicinity of one segment of the preferred alternative alignment, Alternative 2b, as well as Alternatives 1a, 1b, 2a, 3, and 3a. The minority population identified is within census tract 4514.02 in Livermore, which is bounded generally by Junction Avenue, Portola Avenue, Murieta Boulevard, and the Union Pacific Railroad. The census tract has 8,806

residents, with a minority population of 42.6 percent, or 3,752 residents, which falls below the district-wide definition of a predominantly minority area. Nonetheless, the minority population in this census tract consists primarily of Hispanic residents (29 percent), which exceeds the average percentage of Hispanics within the BART service area. In addition, the census tract has smaller percentages of Asian-American (7.5 percent), Hawaiian/Pacific Islander (0.5 percent), and African-American (2 percent) residents.

Outreach was performed throughout the Program EIR process to notify local residents of the process. During the scoping process, BART mailed informational postcards about the EIR process to residents generally within one-half mile on either side of the alignment alternatives that were under consideration at the time, and in some cases mailings went to a wider target area. The mailing for the scoping process covered all of census tract 4514.02. BART also placed ads in local newspapers, and on broadcast television, and held a public meeting to receive comments from the public on the scope of the EIR process.

Prior to releasing the Draft Program EIR, BART expanded the outreach coverage to notify the public of the availability of the Draft Program EIR and the public meetings that would be held to receive comments on the document, and targeted outreach specifically to the minority population. BART mailed informational postcards to over 50,000 households in Livermore, Pleasanton and Dublin, covering portions of the zip codes 94550, 94551, 94566, 94568, and 94588, which includes all of census tract 4514.02. BART placed advertisements in local newspapers advertising the availability of the draft document and providing notice of the public meetings, including in the *Tri-Valley Herald*, *Independent*, *Pleasanton Weekly*, and in Spanish in *El Mensajero*. Direct outreach was also performed at the Farmer's Markets in Livermore and Pleasanton. BART held three public meetings in Livermore and Pleasanton to receive comments on the draft document.

In a parallel and complementary process, the City of Livermore held three community workshops on station-area planning for the proposed extension. These workshops were noticed with mailings to over 35,000 addresses in Livermore, advertisements in local newspapers, and presentations at local community groups, including at the Chamber of Commerce Hispanic Council. Fliers in both English and Spanish were distributed throughout Livermore, including in grocery stores, the downtown transit center, local community college, and other locations. The City of Livermore included information about BART's meetings and process in their materials, and BART included information about the City's meetings and process in BART's materials.

The alignment segment for Alternative 2b in the location adjacent to the census tract is underground. A review of the comments made by residents from this census tract who expressed a comment on potential impacts indicates that the majority of comments were concerned with potential noise impacts, and to a lesser extent visual impacts, from BART train operation in the Union Pacific corridor between Isabel/Stanley and Downtown Livermore, parallel to Stanley Boulevard. Alternative 2b, which has been recommended by BART staff as the preferred alternative, does not use the Union Pacific corridor in this

- area to the west of Downtown Livermore. Further, Alternative 2b is underground in the area adjacent to the census tract, and would therefore not have the noise or visual impacts. The construction of the subway segment under Portola Avenue and Junction Avenue could have some temporary impacts on this census tract, as it could also have on the adjacent census tracts on the east side of Portola Avenue and Junction Avenue.
- 58.13 A financial plan has not been developed for the extension, and the Draft Program EIR does not discuss the financial effects of the extension on the BART system. The operational impacts of the extension on the rest of the BART system, including the core system and any potential effects on the BART fleet, are identified in the Draft Program EIR in Section 3.2, Transportation, pages 3.2-53 through 3.2-65. BART will continue its outreach to the east-county communities through the completion of the EIR process through mailers and emails to those who commented on the Draft Program EIR and newspaper notices to the community at large. At this time, no special outreach is planned for the remainder to the BART district. Outreach to the rest of the BART district occurs through the BART Board, and at hearings conducted by the BART Board on the project. The BART Board is a regionally-elected body, and thus representatives of the entire district participate in decisions regarding the future direction for this project.
- 58.14 The impacts of the extension on the rest of the BART system, including vehicles and maintenance shops are discussed on pages 3.2-59 through 3.2-65 of the Draft Program EIR (Section 3.2, Transportation). BART maintains an on-time record of approximately 95 percent, and BART's on-time records for the past five quarters are available on BART's website at: <http://www.bart.gov/about/reports/index.aspx>. Additional on-time records may also be requested through the office of the BART District Secretary. Construction of an extension to Livermore would extend the current operating system and vehicles along an additional 5.2- to 13.2-mile alignment, depending on the alternative selected. There is no reason to believe that the extension would not perform with the same 95 percent on-time record as the existing system.
- 58.15 The Livermore extension alternatives would all require additional cars to operate. The Draft Program EIR notes that BART would not be able to build or operate any of the alternatives without a net increase of between 54 and 89 new rail cars, depending on the alternative (see Table 3.2-24), and the inclusion of the need for the additional cars in BART's fleet procurement process is noted on page 3.2-61. The costs for new rail cars are included in the cost estimates for each alternative (see Appendix B of the Draft Program EIR).

As noted on page 3.4-15 of the Draft Program EIR, approximately 150 to 400 full-time employees would be necessary to operate and maintain the system, depending on the alternative. The extension would add to BART's operating costs, but those costs have not been calculated. The additional cars and employees would be added to ensure that service would be maintained and not reduced for the rest of the system.

58.16 A comparison of the estimated increase in electricity consumption is provided in Table 3.15-11 on page 3.15-18 of the Draft Program EIR. Predicted electricity consumption ranges from 17 to 40 gigawatt hours. However, when factoring the decrease in consumption of fossil fuels from fewer vehicles on the road as a result of the proposed alternatives, the proposed alternatives are expected to have a net benefit on energy consumption.

The net change in greenhouse gas and criteria pollutants is discussed under Impacts AQ-4 and AQ-5 of the Draft Program EIR starting on page 3.11-26 and 3.11-28, respectively. The proposed alternatives are expected to have a net benefit on greenhouse gas and criteria pollutant emissions.

Letter 59



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12/19/2009 12:57 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Saturday, December 19, 2009 at 13:57:22

First_Name: Jonathan

Last_Name: Bair

Email: j@jonathanbair.com

Message: What is BART's on-time record for the last ten years? I want the raw data from this entire period.

What is the difference between projected and actual ridership for the last three BART extensions?

What are BART's long-term liabilities? Please include capital needs. How are those planned to be funded? How will those long-term liabilities be impacted by a Livermore extension?

How will housing prices in Livermore be impacted by new stations?

How many housing units, exactly, would Livermore have to build in order to make their stations viable, and why? Please compare the amount of housing in a mile radius of the proposed Livermore station with the amount of housing within a mile radius of stations in San Francisco and Oakland.

Why isn't BART seeking a vote of its district to fund this extension?

Submit: Submit

59.1
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REMOTE ADDR: 64.142.24.117
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Letter 59 Jonathan Bair

59.1 BART maintains an on-time record of approximately 95 percent, and BART's on-time records for the past five quarters are available on BART's website at: <http://www.bart.gov/about/reports/index.aspx>. Additional on-time records may also be requested through the office of the District Secretary.

59.2 The comment regards the accuracy of BART ridership projections for the last three BART extensions. The three most recent BART extensions are to Pittsburg/Bay Point, Dublin/Pleasanton, and San Francisco International Airport (SFO)/Millbrae. Two of the three extensions have ridership that nearly matches or exceeds projections. The exception is the SFO/Millbrae extension, which clearly has not met ridership expectations.

The Pittsburg/Bay Point Extension opened in 1996. According to the Draft EIR/AA for the project (1988), the extension was projected to have 12,000 daily entries and exits in the horizon year 2000. There actually were 13,563 daily entries and exits in September 2000 (13 percent above projections), and ridership has grown by about 10 percent on the extension since that time.

The Dublin-Pleasanton BART Extension opened in 1997. The Draft EIR (1989) projected that the extension would have 21,760 daily trips by 2005 (10 years after its projected opening). In Fiscal Year 2008, 10 years after its actual opening, the extension had 20,672 daily total trips, or approximately 95 percent of projected ridership.

The SFO BART Extension opened in 2003 and has clearly not met its ridership projections. The Final EIR/Final EIS (1998) estimated that 62,000 daily trips would be made in the projected opening year (1998) on the four extension stations in San Mateo County: South San Francisco, San Bruno, San Francisco International Airport, and Millbrae. The Final EIR/Final EIS projection for 2010 was 68,600 trips. However, the SFO Extension did not open until 2003 and using a mid-point forecast of 65,300 daily trips (6 years after opening year) is more appropriate for comparisons. In Fiscal Year 2009, BART had approximately 31,500 trips on the extension or approximately 48 percent of projected ridership using the 65,300 figure. There are several key reasons why ridership on the SFO Extension has so far not met the projections:

- The SFO-BART forecasts were based on a 1980 Census-driven travel demand model that reflected low economic growth and significantly higher gas prices; thus, it predicted less driving and more transit use in the study area than has actually occurred.
- Surcharges to SFO Airport on BART in San Mateo County were expected to be eliminated. The surcharges are still in effect and have been raised since the extension opened in 2003.

- Several years after construction started on the SFO BART Extension, Caltrain introduced the Caltrain express (“Baby Bullet”) service, which is highly competitive with BART, and was not taken into account in the travel forecasts.
- Caltrain and BART have maintained separate fare structures, and an integrated fare system was never introduced. This requires patrons making transfers to purchase separate tickets.

59.3 BART publishes a combined Short Range Transit Plan/Capital Improvement Program document that provides detailed information on BART’s short and long range financial plans, both operating and capital. The Short Range Transit Plan provides detail on BART’s 10-year operating financial plan, and the Capital Improvement Program contains detailed information on BART’s 25-year capital program, including anticipated fund sources. This information can be accessed on BART’s website at: http://www.bart.gov/docs/FINAL_FY08_SRTP_CIP.pdf

A funding plan and operating costs have not yet been developed for this project; therefore, the possible financial consequences of the project have not been determined. If the project moves into the project-level environmental process, a funding plan would be developed and the financial impacts would be evaluated as part of project approval.

59.4 This comment addresses the potential impact on home prices that could result from the BART extension alternatives. This topic is not related to the physical environmental impacts of the alternatives and is therefore not covered by the Draft Program EIR. This comment does not concern the adequacy of the Draft Program EIR or BART’s compliance with CEQA. Accordingly, no further response is required.

59.5 Both BART and MTC have adopted policies to encourage housing development around transit system expansion projects. These are identified and analyzed in Section 5.4, Regional Transit-Oriented Development (TOD) Policies (page 5-11, paragraph 1). As per MTC Resolution #3434, all transit expansion projects must plan for a minimum number of housing units along proposed corridors in order to receive MTC funding. For BART system extension projects, that corridor-level housing threshold is 3,850 housing units on average per station area. As such, in order to satisfy MTC Resolution #3434, the half-mile areas around all stations on a given extension corridor must, on average, accommodate a minimum of 3,850 housing units, including existing units (page 5-14, paragraph 3).

As shown in Table 5-4 (page 5-15), all of the extension alternatives fall short of the 3,850-unit station area average. The extent of this shortfall ranges from alternative to alternative: Alternative 1 would have an average of 1,712 station area housing units by 2030, thus falling 2,138 units short of the MTC threshold. On the other hand, Alternative 3 would have an average of 3,412 housing units in 2030, only 438 units short of the MTC threshold.

The proposed BART to Livermore stations areas have between 0 and 4.8 housing units per net acre. For comparison, the Castro Valley BART Station area has a housing density of approximately 41 units per net acre, while the Downtown Berkeley Station area has a housing density of approximately 250 units per net acre.

- 59.6 A funding plan for the Livermore extension has not been developed, but would be developed as part of the project-level evaluation. A ballot measure potentially could be put before the voters if the final funding plan includes revenue sources that require voter approval, such as sales tax or bond revenue. Otherwise, the BART Board of Directors has authority to make decisions regarding system expansion without a district-wide vote. The BART Board will determine which alternative is selected as the preferred alternative and whether the extension proceeds to project-level design and environmental evaluation. The BART Board is a regionally-elected body, and the Board members represent the entire district.

Letter 60

BART to Livermore Extension Program**Draft Program Environmental Impact Report (PEIR)**

Name: Bob Baltzer
944 El Camino
8901

Organization: Friends of Livermore Address:
City: Livermore State: CA Zip: 94550 Phone: (925) 447-
Email: BobBaltzer@comcast.net

COMMENTS:

The Draft PEIR does not address the "Mix & Match" hybrid route which would blend Alternative 2A: Downtown-Vasco with Alternative 3: Portola. This route would proceed from the Dublin/Pleasanton station down the freeway to the Portola overcrossing at which point it would proceed underground down Portola and Junction Avenues to a subway station downtown making an intermodal connection with the ACE train. It would then emerge in the Union Pacific right of way and proceed at grade to the Vasco Road ACE station where it would form a second intermodal connection. Both of these sites have high Transit Oriented Development (TOD) potential as well as intermodal connection and thus project the highest economic benefit of the station pairs. In your Benefits Table this station pair ranked first in all categories except Increased BART Ridership where it trailed Alternative 1: Greenville East by an insignificant 100 riders. The proposed Vasco Yard requires acquisition of existing businesses, but the yard could be located east of Greenville Rd. at a much lower cost. (Estimated savings: ~\$300 million.)

60.1

The big advantage of the Portola Underground/Downtown/Vasco Route is that it avoids most of the pitfalls of the other routes. It avoids the problems of the "Quarry" routes (1a, 1b, 2a, 3a and 5). These routes have met with uniform resistance from Pleasanton and Livermore residents because of noise and vibration along the Stanley Boulevard corridor and downtown as well as the visual blight of an elevated structure through the planned Staples Ranch development in Pleasanton and the future Chain of Lakes recreation area in the present quarry land. The freeway stations: Isabel/I-580 and Greenville East have several problems. Isabel/I-580 cannot have an ACE connection. The Greenville Yard would wipe out critical habitat for Vernal Pool Fairy Shrimp and other sensitive species. Neither has room within the Urban Growth Boundary (UGB) to accommodate Transit Oriented Development (TOD). The UGB (adopted in Dec. 2002) can only be altered by the voters of Livermore who upheld it by a margin of 72% to 28% in 2005 when Weyerhaeuser/Pardee Homes offered a cornucopia of enticements to allow a large urban development in the North Livermore Valley. High-density urban development at either of these locations would be greenfield urban sprawl, the opposite of what TOD is meant to be. Therefore, any option that includes either of these stations is unacceptable (Alternatives 1, 2, 3 & 4). In addition, Alternative 3 places a rail-yard next to an historic district and option 5 has no space for TOD.

NOTE: This written comment supersedes my verbal comments at your public hearings.

Letter 60 Bob Baltzer

- 60.1 As a result of public input, an additional alternative has been added to the EIR analysis. As suggested in the comment, the new “mix and match” alternative would combine features of Alternative 2a and Alternative 3. Known as Alternative 2b, the new alternative would combine the I-580 median alignment, the Portola-Junction Avenue alignment to a downtown station, and an alignment along the UPRR tracks to a station at Vasco Road. Please see Section 1.4 of this document, which describes Alternative 2b and contains an evaluation of the alternative’s environmental impacts.

Letter 61



0
11/25/2009 10:40 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, November 25, 2009 at 11:40:34

First_Name: Priya
Last_Name: Basu
Email: basul@llnl.gov

Message: Please don't put BART in my neighborhood.

I live on Bluebird St., in Livermore, a few blocks from the existing railroad tracks that the proposed Downtown Greenville, Downtown Vasco and Railroad routes BART would be using.

When I moved to this neighborhood 10 years ago, I would occasionally hear a train on the tracks in the summer when the windows of my home were open. Since the sound wall behind Heritage Estates on Stanley was put in, I can hear several trains pass every day, windows open or not.

I believe that adding BART trains to this route would double or triple the noise I currently hear inside my home.

Please select the proposed routes that are aligned along I-580 and save my neighborhood from increased noise pollution.

Thank you,
Priya Basu

Submit: Submit

REMOTE ADDR: 128.115.27.10
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB6; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; InfoPath.2)

61.1

Letter 61 Priya Basu

61.1 Noise levels at homes adjacent to the tracks between North Murrieta Boulevard and Adelle Street are predicted to increase by about 9 dBA, as shown in Table 3.10-13 on page 3.10-45 of the Draft Program EIR, and this increase would be considered significant. The mitigation strategies described under Mitigation Measure NO-1.1 on page 3.10-53 would substantially reduce impacts related to BART train noise; however, sufficient information is not available at the program level to conclude with certainty that mitigation would reduce this impact to a less-than-significant impact in all circumstances.

The commentor expresses a preference for a BART alignment along I-580. The BART Board of Directors will consider the merits of the alignment alternatives along with the potential impacts described in the Draft Program EIR during the final hearing to select a preferred alternative.

Letter 62



Larry Berger
<berger227@gmail.com>
12/18/2009 10:40 AM

To info@barttolivermore.org
cc larry berger <berger227@gmail.com>
bcc
Subject questions about Bart to Livermore

My name is Larry Berger and I live on Trevarno Rd, in Livermore and I have a few questions regarding, Alternative 3 and 3a, or any proposal that would include the 47-acre Portola/Railroad Yard.

- 62.1 1) I do not find in your EIR the impact on Historic Trevarno Rd homes, that are north - east and adjacent to the proposed working yard. Why is that.
- 62.2 2) Being that this Yard would be next door, flanking two sides of a Livermore Historic District, Trevarno Rd, and its homes and your EIR states ... " noise impacts from the maintenance facility would be potentially significant." is this alternative still in consideration and if yes, why.
- 62.3 3) Do other Bart working yards exist next to or near residential areas, if yes, what complaints from those homes do you receive and how are they addressed.

Letter 62 Larry Berger

- 62.1 Potential impacts of the alternatives on the Trevarno Road Historic District are discussed in Section 3.6, Cultural Resources, of the Draft Program EIR. Please refer to discussions of Alternative 3 on pages 3.6-20 to 3.6-21, Alternative 3a on pages 3.6-21 to 3.6-22, and the discussion under “Effect of UP Commuter Access Principles” on page 3.6-29 of the Draft Program EIR. Please also refer to Response 53.7 of this document, regarding impact discussion on the Trevarno Road Historic District.
- 62.2 All three potential maintenance yard sites (Portola-Railroad, Greenville, and Vasco) have benefits and drawbacks. At this time, all alternatives are being considered by the BART Board. The BART Board of Directors will consider the merits of the alignment alternatives and yard alternatives along with the potential impacts described in the Draft Program EIR during the final hearing to select a preferred alternative.
- 62.3 BART’s four main storage yards are all located in close proximity to residential development. The Concord and Colma Yards have residences within approximately 75 feet from the edge of the BART yard, the Richmond Yard has residences within approximately 170 feet, and the Hayward Yard has residences within approximately 140 feet. Complaints have been received sporadically regarding noise, odors, and night lighting. Complaints are handled through BART’s Customer Service Section or Government Affairs Section, and are considered on a case-by-case basis. Corrective actions depend on the individual nature of the complaint.

Letter 63

JASON A. BEZIS
 California State Bar No. 225641
 3661-B Mosswood Drive
 Lafayette, CA 94549-3509
 (925) 962-9643
jbezis@yahoo.com

January 21, 2010

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 16th Floor
 Oakland, CA 94612

VIA E-MAIL: info@barttolivermore.org and U.S. MAIL

Re: Comments on BART to Livermore Extension Draft Program EIR

To Whom It May Concern:

I am a resident of Lafayette who grew up in Livermore. I have ridden the San Francisco Bay Area Rapid Transit (BART) system since 1982 and have been a regular BART rider (multiple days per week) since 1999. I am also an amateur historian who has studied the evolution of the Livermore-Amador Valley transportation network from the Mexican rancho days to the present, a span of more than 160 years. I attended the public hearing in Pleasanton in January 6th, but did not speak. I support the extension of BART to Livermore, subject to its routing and other factors.

- 63.1 As BART evaluates the Livermore extension program, it needs to take a broader view. Most of the citizens who commented at the hearings seemed to take a localized view of the benefits and costs of the extension, to Livermore and Pleasanton residents only. BART also needs to consider carefully the benefits and costs to the people residing along the rest of the system and in Brentwood and in the San Joaquin Valley, too. The routing and placement of stations ought to consider not only the people who would "enter" the BART system in Livermore, but also those from the Contra Costa, San Francisco and San Mateo counties and the rest of Alameda County who would "exit" there. In other words, at least one of the stations on the extension needs to be a "destination" for people in communities that have paid taxes to BART for nearly 50 years. A BART station at the fringe of a community and surrounded by a sea of parking lots and garages is not a "destination."
- 63.2 Generally speaking, a series of just freeway-oriented BART stations is of little benefit to people arriving by BART from elsewhere in the region. They usually depend on connections with local buses to bring them to their ultimate destinations, especially the central business district. Therefore, ideally, a station should be sited in downtown Livermore. A downtown station would follow in the grand tradition of passenger train service that was so vital to Livermore's founding

63.2
cont. in 1869 (same year that the transcontinental railroad opened through the Valley) and through the early 20th century, when Southern Pacific and Western Pacific operated competing passenger stations in Livermore. May Nissen (1884-1981), a lifelong Livermore Valley resident who was a longtime teacher at Livermore High School (1910-48), once spoke about the excitement associated with the arrival of passenger trains in Livermore in the early 20th century. She described the patrons, ranging from impeccably dressed professionals returning from work in Oakland to Chinese peddlers balancing baskets of vegetables on their shoulders.

I believe that a BART extension through central Livermore has been long-planned. A few years ago I saw the Caltrans plans for the State Route 84 First Street railroad underpass that opened in 1978. As I recall, planners made the underpass an adequate length so that BART trains and the conventional railroads could both traverse beneath the highway.

63.3 Also generally speaking, I agree with a commenter at the January 6th hearing in Pleasanton (I think that he was a former Fremont city council member) who said that a downtown Livermore station would not make for an effective terminus of the BART line. There needs to be another station to the east that would "intercept" commuters from eastern Livermore and the San Joaquin Valley.

Specific Comments on Draft Program EIR

Comment No. 1 – Factual Error Concerning Arts Facilities in Livermore

63.4 Page 3.2-42, Footnote No. 12: "This complex includes the existing Bankhead Theater and Bothwell Arts Center and future 2,000 seat regional theater scheduled for completion in 2011." The Bothwell Arts Center is not a part of the downtown Livermore arts facility complex. It is located several blocks away on Eighth Street.

Comment No. 2 – Supporting Regional Transit Services

Page 3-2.46: "None of the alternatives are expected to have impacts on supporting regional transit services, including LAVTA, ACE, Tri Delta Transit, SJRTD, and MAX."

63.5 This one sentence disturbs me more deeply than any other in the EIR. ACE, SJRTD and MAX now run just commute hour transit service to Dublin/Pleasanton BART. The BART Livermore extension is a very costly investment in transit infrastructure; it needs to be utilized to its full potential. In a sense, it will become the primary transit interface between the Bay Area and the San Joaquin Valley (and possibly southern California, if a high-speed rail line is routed through the Altamont region). One would expect that transit agencies serving San Joaquin and Stanislaus counties would increase their transit connections with a BART station that is several miles closer to their communities. For example, SJRTD ought to commit to providing daily, regular transit service through the Altamont Pass to Livermore BART, perhaps from Tracy via Mountain House.

The draft program EIR says that the Livermore BART extension may induce traffic demand on I-580 east of Greenville Road, providing worse traffic conditions through the Altamont region

63.5
cont. than in the "No Build" alternative. See Figure 3.2-5 (I-580 Freeway Impacts Summary) on page 3.2-68. This gives even more of a reason to increase the supply of supporting transit services from the San Joaquin Valley to BART.

63.6 More significantly, if the extension is not routed through downtown Livermore, then LAVTA most certainly should re-adjust its bus routes to connect the Isabel/I-580 or Isabel/Stanley station to downtown with regular, direct service to the central business district. Right now a trip between the (East) Dublin/Pleasanton BART station and the downtown Livermore Transit Center takes 40 minutes on the LAVTA No. 10 bus; this is absolutely absurd in comparison with a private automobile ride on a more direct route (15 to 20 minutes). My concern is that downtown Livermore would be served only by infrequent, circuitous bus routes were BART stations to be built at only at Isabel/I-580 or at Isabel/Stanley.

63.7 I also believe that BART ought to re-consider its transfer policy in order to allow patrons to transfer from buses to BART in a more cost-effective manner. Many transit users would utilize both bus and BART more often if they could take a very short bus trip to BART and then take a one-station BART trip without paying the full fare to both agencies. For example, ridership between the two Livermore stations would increase if patrons who paid the full LAVTA fare to reach the eastern Livermore BART station could receive a discount on a BART trip to complete their trips to the western Livermore BART station. This could be a good way to decrease traffic on arterial roads around BART stations and to decrease parking demand at BART stations. I am sure that such a transfer system could be worked out in a cost-efficient manner with improving electronic fare/transfer card technology.

Comment No. 3 – Development at Vasco Road Station (Page 3.3-43)

The Vasco Road station has been promoted by some who spoke at public hearings for its 'in-fill' development potential. I believe that this issue needs to be analyzed more thoroughly.

63.8 I agree that this station has great potential for serving commuters to Lawrence Livermore National Laboratory (L.L.N.L.), but few, if any, of those workers are likely to walk from the BART station to work. They likely will use shuttle buses. If so, then the shuttle bus ride would be just a bit longer from the Greenville Road station.

The station site is now sandwiched between L.L.N.L. to the south and an industrial park to the north. I believe that there are relatively few employees per acre in the sprawling industrial park. I doubt that many of those employees would commute by BART, but perhaps LAVTA could (or businesses could band together to) provide new transit service to them. Aside from the proximity to L.L.N.L. and its status as an "end-of-the-line" magnet attracting San Joaquin Valley commuters, this station strikes me as possibly another under-utilized BART station in the making, similar to South Hayward (does anyone working in the nearby industrial zone of Hayward really use it?) and North Concord stations.

63.9 Residential developments associated with the Brisa Neighborhood Plan, if properly designed, could attract new BART patronage, but I am initially skeptical. My instincts tell me that the Brisa Neighborhood would not be a true "transit village," but merely a neighborhood that

- 63.9
cont. happens to be close to BART. I assume that 99% of households would be own and use automobiles because the nearest supermarket is more than one mile away and no schools are in close proximity.
- As for the industrial and commercial potential of the land around Vasco station, are nearby industrial land uses ever beneficial to BART? I could see a hotel being built there (with patrons arriving from airports by BART for business at the national laboratories), but the West Dublin/Pleasanton BART station hotel concept will be a good test case. Perhaps in 50 years the Vasco station could be the hub of a high-density office complex, but would the I.L.N.L. (assuming that it is still operating) want skyscrapers overlooking "secret" projects?
- Comment No. 4 – Traffic on Arterial Roadways
- 63.10 On a matter related to the Vasco Road station, I am skeptical regarding the analysis of traffic effects on nearby arterial roadways on and around page 3.2-83. I foresee lots of traffic from San Joaquin Valley commuters headed to and from the Vasco station on both Greenville and Vasco roads.
- Traffic also may be a significant problem at the downtown Livermore station, but presumably most commuters from the San Joaquin Valley would use the eastern Livermore station. The downtown Livermore station would need to be situated in such manner that provides most effective ingress and egress. I assume that the main entrance would be on Railroad Avenue.
- Comment No. 5 – Factual Error Concerning History of City Halls of Livermore
- 63.11 Page 3.6-7: "Several buildings around the intersection of Livermore Avenue and First Street were used at various times as City Hall before it moved to South Livermore and Pacific Avenues in 1974." The Livermore City Hall actually moved to South Livermore and Pacific Avenues in 1979. I liked seeing such detailed discussion about the changing land use in downtown Livermore.
- Comment No. 6 – What Will Be Noise & Vibration Effects on Waiting Passengers?
- 63.12 Section 3.10 on Noise and Vibration appears to focus exclusively on noise and vibration effects generated by the BART extension itself: the trains, the tracks and exhaust fans, etc. To the best of my knowledge, it is missing discussion about noise and vibration effects on BART riders at various proposed BART stations, especially those likely to be in or very near Interstate 580.
- The proposed Isabel/I-580 station appears to be the only one that would be within the freeway median. The stations proposed for the Greenville Road area appear to be outside of the median.
- A problem with freeway median stations is that they place pedestrians into the very heart of "the automobile world." Pedestrians feel out of place and tiny relative to their surroundings – many of these freeway median stations feel like small, loud islands in a giant river of concrete, rubber, steel and auto exhaust. To borrow from the book *Gulliver's Travels*, BART patrons feel like

63.12
cont. Lilliputians in a Brobdingnagian environment. The existing (East) Dublin/Pleasanton BART station can be an uncomfortable place to wait for a BART train. Ten or more lanes of freeway traffic whiz past just a few yards away at speeds sometimes exceeding 75 miles per hour. Many five-axle trucks (e.g., "big rigs") traverse Interstate 580, causing lots of noise and vibration as they pass. In commute hours, cars sometimes idle there during back-ups, subjecting nearby BART patrons to clouds of noxious tailpipe fumes.

If a freeway median station is to be placed on the BART Livermore extension, then appropriate measures should be considered to mitigate the noise and other effects on patrons waiting on the BART platform.

Comment No. 7 – Routings Through the "Chain of Lakes" West of Livermore: Final Program EIR Ought to Have Thorough Discussion of Future Plans for El Charro Road Extension to Stanley Boulevard.

63.13 Many attendees at the public hearings made comments about the proposed routings through the "Chain of Lakes" area west of Livermore. I may have missed discussion in the Draft EIR about future plans for El Charro Road between I-580 and Stanley Boulevard. I strongly recommend that your review team ascertain future plans for the roadway. Presently it is a private road between Stanley Boulevard and its public terminus at the northern end of the aggregates plant property. It is my understanding that El Charro Road may someday be developed as a major arterial roadway through to Stanley Boulevard. If that is true, it likely would influence access to any proposed Isabel/Stanley BART station, among other issues. Assuming that BART must adopt an alignment through the "Chain of Lakes" area, perhaps BART could coordinate location of the BART tracks in conjunction with location of El Charro Road, minimizing any disturbance to the future Chain of Lakes park.

Comment No. 8 – BART Should Conduct Site Visits to "Chain of Lakes" and to Existing BART Line at Quarry Lakes Regional Park Near Fremont to Assess Effects

63.14 A model for the Livermore-Amador Valley "Chain of Lakes" park was the Quarry Lakes Regional Park, operated by the East Bay Regional Park District in Fremont. The BART line between Union City and Fremont runs directly along the entire easterly boundary of the Quarry Lakes park. According to the park's website (http://www.ebparks.org/parks/quarry_lakes), construction of the park began in 1997, twenty-five years after that BART line opened in 1972. I first learned of the park's existence when I looked out of a BART train window in 2000.

I suggest that BART officials and advocates for the "Chain of Lakes" park make site visits to Quarry Lakes Regional Park in Fremont and to the "Chain of Lakes" park site between Livermore and Pleasanton to evaluate the effects of a BART line directly adjacent to a quarry lakes-type of park. East Bay Regional Park District staff should be consulted about any effects that the BART line's presence has had upon Quarry Lakes Regional Park planning and operations.

63.14
cont.

The Quarry Lakes Regional Park context is different than the "Chain of Lakes." First, the Fremont BART line pre-dated the park by at least a quarter-century and therefore BART planners likely did not contemplate the future park's existence in the 1960s. Second, the BART line at Quarry Lakes runs along the park's edge; at "Chain of Lakes," BART would run through the park.

Perhaps alignment of BART with an El Charro Road extension could mitigate any negative effects of a BART line through the "Chain of Lakes." Another mitigation measure might be to place the BART line below grade in a long ditch.

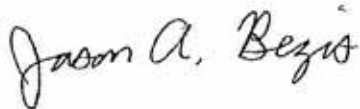
Comment No. 9 – Ridership Estimates

63.15

I could not find in the Draft Program EIR discussion about the basis for the ridership estimates on the BART Livermore extension, other than the summary on page 1-15. I wish to know the derivation of the 30,000 total entrances and exits per day statistic for the two stations on the extension. Outside of San Francisco, Oakland and Berkeley, I am unaware of any two neighboring BART stations that now have more than 30,000 total entrances and exits. See "BART Fiscal Year Weekday Average Exits," <http://www.bart.gov/docs/WeekdayExits.pdf>. Any ridership estimates should take into account the fact that patronage at the Dublin/Pleasanton stations likely will decrease as most Livermore, Brentwood and San Joaquin Valley residents will shift to the new Livermore station(s). The existing (East) Dublin/Pleasanton station is among the busiest BART stations outside of San Francisco/Oakland/Berkeley, so the 30,000 figure may be plausible.

Again, I support the BART extension to Livermore, subject to its routing and other factors. I appreciate this opportunity to offer my comments.

Sincerely,



JASON A. BEZIS

Letter 63 Jason Bezis

- 63.1 The travel demand modeling for the project was performed on a regional model that incorporated travel patterns of residents of all Bay Area counties, as well as flows in and out of the Bay Area from surrounding regions. The travel patterns of San Joaquin County residents accessing the proposed BART alternatives were included in the travel demand modeling and were identified in the Draft Program EIR on page 3.2-55 in Table 3.2-20. Please refer to Master Response 2 for a description of the methodology for the ridership estimation. Also see Section 1.4, which introduces a new alternative, Alternative 2b, that would provide a station in Downtown Livermore. One attraction of a downtown station is the potential for transit-oriented development (TOD) that would enhance the station area as an urban core reinforcing Livermore's existing center. Unlike the station sites on the periphery of Livermore, the Downtown Station would have limited parking and the emphasis would be on sustainable urban development and a more "walkable" community. For a discussion of project funding, please see Master Response 8.
- 63.2 As discussed in the Draft Program EIR, BART agrees with the comment that there are substantial benefits from a station in Downtown Livermore. The BART Board of Directors will consider the merits of the alignment alternatives and station location alternatives during the final hearing to select a preferred alternative.
- 63.3 Alternatives 1a, 1b, and 2a would all provide a downtown station with a station further to the east as the terminus station. As noted in Response 63.1 above, a new alternative has been added to the EIR. This new alternative, Alternative 2b, has a downtown station combined with a station at Vasco Road, which would serve to "intercept" commuters arriving from the east.
- 63.4 Comment noted regarding the Bothwell Arts Center. The text of footnote 12 on page 3.2-42 of the Draft Program EIR is modified as follows:
- This complex includes the existing Bankhead Theater ~~and Bothwell Arts Center~~ and future 2,000-seat regional theater scheduled for completion in 2011.
- 63.5 Please refer to the discussion on Connecting Transit which is on pages 3.2-131 to 3.2-138 of the Draft Program EIR. As noted the MAX, SJRTD, and Tri Delta routes that traverse Altamont Pass and currently serve the existing Dublin/Pleasanton Station would be truncated to terminate at a future BART station located furthest to the east under each of the extension alternatives. Generally, this would result in a benefit for each of the operators as it would reduce the number of transit vehicle hours and miles required to provide the connecting service. The improved access to BART would also increase the ridership on these connecting services. Thus, the impact of the BART extensions on these operations would be beneficial, and none of the alternatives would be expected to have

- adverse impacts. The reduced service requirements and the increased ridership and farebox revenue may encourage these operators to increase the amount of service provided.
- 63.6 Similar concerns were raised by the Livermore Amador Valley Transit Authority (LAVTA) in their comment letter. Please refer to Response 21.1.
- 63.7 BART works with local bus service providers, such as LAVTA, to increase efficiency for patrons. BART is currently working on advanced fare collection techniques similar to Translink that could be employed to allow a single fare collection system to be used for both BART and the local bus system; however, discounting BART fares for bus users is not being considered at this time.
- 63.8 The Vasco Road Station is not considered to fulfill the function of an “infill” station. The Vasco Road Station was included in the analysis because it provided good access for commuters from the east and the potential for increased land use density and transit-oriented development in the future. The industrial land uses currently surrounding the site could evolve over time to provide the denser land uses envisioned to support the station. If the Vasco Road Station were constructed, it would be a multi-modal station with bus service by local providers, such as LAVTA, which typically realign existing bus routes to serve a new station. BART would welcome the use of additional transit service, such as shuttle buses by local employers that would enhance local transit service. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 63.9 As stated in Section 3.3, Land Use, the Brisa Neighborhood Plan (BNP) is a conceptual framework for a 37.5-acre residential neighborhood of 510 dwelling units, two public parks, and an internal trail network (page 3.3-26, paragraph 4). The BNP is located adjacent to the Altamont Commuter Express (ACE) passenger platform and will be developed at a residential density of 14 to 18 dwelling units per acre, which is considered “Urban High Residential” by the City of Livermore. The BNP also includes a pathway network designed to facilitate pedestrian access to the ACE station. Regardless of whether it is labeled a “Transit Village,” planned housing development associated with the BNP was included in the analysis of MTC Resolution #3434 TOD Policy, as summarized in Table 5-4 (page 5-15).

As this comment points out, the Vasco Road Station is surrounded primarily by industrial land (see Figure 3.3-1, page 3.3-5). Such uses do not help satisfy regional TOD policy, as it contributes, in part, to the fact that Alternatives 2 and 2a fall short of the MTC Resolution #3434 housing threshold as acknowledged in the Draft Program EIR. Currently, the only planned development in the station area is the BNP. However, land use evolves over time, and the current industrial uses could be superseded by higher density commercial and residential uses.

63.10 The evaluation of the traffic impacts of a Vasco Road Station as part of Alternatives 2 and 2a takes into full consideration the impacts of the BART station-related traffic on Vasco Road and Greenville Road. For travelers using I-580 to access the BART station from the east, these two arterials would serve as primary access routes to the station. As shown in Figure 3.2-6 on page 3.2-83 of the Draft Program EIR, there would be impacts on Vasco Road that would cause unacceptable conditions. There would also be impacts on Greenville Road; however, these would not cause this route to experience a significant deterioration in traffic conditions compared to the No Build Alternative.

The specific driveway access points for each of the proposed station sites have not yet been determined. As a result, it is not certain whether the Downtown Livermore Station would have access from Railroad Avenue. A more detailed analysis, which would include driveway access points, would be part of a project-level EIR for the selected alternative.

63.11 The comment is correct that the Draft Program EIR incorrectly identifies 1974 as the year the Livermore City Hall moved to its present location. The Livermore City Manager's Office has confirmed that the correct year is 1978. As a result, the fifth sentence of the first paragraph on page 3.6-7 of the Draft Program EIR is revised as follows:

Several buildings around the intersection of Livermore Avenue and First Street were used at various times as City Hall before it moved to South Livermore and Pacific Avenues in ~~1974~~ 1978.

63.12 The Draft Program EIR does not specifically address impacts to passengers at BART stations. The FTA guidance on assessing noise and vibration impacts focuses on hourly and daily noise impacts to sensitive receptors that are not on the transit system. The impacts to the passengers are expected to be similar to what is currently experienced by passengers at stations located within the median of a freeway such as at Rockridge, Orinda, and Lafayette. BART stations are designed to meet the BART Facility Standards. In particular, the Architecture Criteria of the standards specify design goals for maximum noise levels in stations. As an example, design features are incorporated to achieve the goal of not exceeding a noise level of 70 dBA at peak hour on the station platform resulting from traffic. Therefore, BART would incorporate acoustical features to minimize noise levels experienced by passengers.

63.13 Please refer to Master Response 3 of this document, regarding the Chain of Lakes/EI Charro alignment. Master Response 3 discusses the current, private status of EI Charro Road. As future plans for EI Charro Road are only speculative at this time, analysis of public access to EI Charro Road, or creation of a new, public access road through the Chain of Lakes area, is not included in this document. The City of Pleasanton's General Plan shows that the eventual plan for EI Charro Road is to construct the roadway on a new alignment that will extend directly north-south between I-580 and Stanley Boulevard.

- 63.14 Please refer to Master Response 3 of this document, regarding the Chain of Lakes/EI Charro alignment. With regard to future recreational uses at the Chain of Lakes, BART acknowledges Zone 7's present and future ownership interests in the Chain of Lakes area; the Draft Program EIR notes the area's land use designation of Aggregate/Water Resource (see Figure 3.3-1, page 3.3-5). However, as noted in Master Response 3, text has been changed in the Draft EIR to state that the specific details of the future recreational facilities envisioned by the *Specific Plan for the Livermore Amador Valley Quarry Area Reclamation* (LAVQAR) remain speculative at this time, and that an aerial structure would not necessarily detract from the proposed water storage and flood control facility, nor conflict with possible recreational uses considered for the mined-out quarry pits. This issue would be reevaluated in a BART to Livermore project-level EIR, if this alignment alternative is selected and the water storage and flood control facilities and recreational uses are in place at that time.
- 63.15 As noted in the comment, new BART ridership would be approximately 30,000 new daily riders for several alternatives and would exceed 31,000 new daily riders for several alternatives, including Alternative 1 — Greenville (East) and Alternative 2a — Downtown-Vasco. As illustrated in the footnote to Table 3.2-18 on page 3.2-54 of the Draft Program EIR, new BART riders are counted at their exit from the system, so that the 30,000 new daily riders represent 30,000 new person trips on the system resulting from the Livermore stations. This would mean that a commuter entering the BART system in Livermore and traveling to San Francisco would get counted as a new rider as he or she exits the system in San Francisco and counted a second time on the return trip to Livermore. For two-station alternatives, the new BART trips would be divided between the two stations. As noted in the comment, once the new stations opened, there would be some redistribution of passengers between the new stations and the existing stations. Please refer to Master Response 2 in this document regarding the assumptions and methodology used for the ridership estimates. The existing Dublin/Pleasanton Station serves nearly 15,000 riders entering and exiting the station per day (see page 3.2-14 of the Draft Program EIR), and it is forecast to serve 26,400 riders in the year 2035 (Table 3.2-19, page 3.2-54 in the Draft Program EIR). Given this information, it is not unreasonable for two new extension stations to accommodate a combined total of between 33,600 to 38,100 riders for the two-station alternatives, or roughly 17,000 to 19,000 riders per station, per day in the year 2035.

Letter 64



fano9rs@aol.com
01/18/2010 09:07 PM

To info@barttolivermore.org
cc
bcc
Subject BART concerns to be included in EIR report

Mr. Quint:

We are writing in regards to proposals for a downtown BART station.

As owners of Livermore Veterinary Hospital (LVH) we have questions and concerns. Our business address is 2494 Railroad Ave., and would definitely be impacted by any downtown station.

LVH was established over 55 years ago and is a successful business in Livermore. Our client base spans generations and we have clients coming from outside of the city, from as far away as Half Moon Bay.

If not for contact from one of our clients, we would not be aware that a downtown BART station is proposed. One of our employees lives near the hospital, and also was unaware of any proposals.

64.1 We attended a meeting in Livermore in December, and while it was an EI meeting, we heard a lot of comments against a downtown station.

In reading an article in the Picasanton Weekly dated January 1, 2010, it states that a downtown BART station was largely panned by residents, while extension plans keeping the tracks along 580 was favored.

We hope that the city council and BART will take into consideration that long time, established businesses, as well as residents will definitely be impacted (whether it's being displaced or having to live with tracks and/or station in the neighborhood) on the hope that a downtown station will bring business and visitors into Livermore.

64.2 What exact addresses of businesses and residences will be affected by land needed for a downtown station?

What steps will be taken for relocation of businesses and residents should the downtown station happen?

Our present location on Railroad Ave. is well placed for our clients and to other veterinary hospitals in town.

Thank you for your attention to our concerns. We would appreciate a quick response so we know our e-mail was received.

Linda Bloomfield, DVM
Pamela Baak, RVT

Letter 64 Linda Bloomfield and Pamela Baak

- 64.1 BART conducted an outreach program that included mailers to all addresses within at least one-half mile of the various alignments, a target area that included portions of the 94568, 94588, 94566, 94551, and 94550 zip codes, as well as notices about the project and project meetings in local newspapers. Many comments were received during the public comment period both for and against a Downtown Livermore Station. As discussed in Section 3.4 of the Draft Program EIR, there would be property acquisitions for all the extension alignments, and the potential acquisitions for each alternative are listed by parcel number in Appendix C of the Draft Program EIR. Construction impacts of the various alignments are discussed in Section 3.16 of the Draft Program EIR. The impacts of the Downtown Livermore Station are discussed further in Master Response 5 of this document.
- 64.2 The Draft Program EIR identifies the assessor parcel number (APNs) for all impacted properties in Appendix C of the Draft Program EIR. Note that a single parcel can have multiple addresses; as such, APNs are generally preferred as a means of identifying impacted properties. In addition to the list of APNs, the EIR contains detailed maps showing the footprint of all alignments, stations, and maintenance yards. These maps are found in the Draft Program in EIR Section 2, Alternatives (see Figures 2-2 through 2-18). To mitigate impacts to displaced businesses and residents, the Draft Program EIR identifies Mitigation Measure PH-2.1 on page 3.4-23, which outlines procedures for property acquisition and relocation assistance.

Letter 65

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Ken Bradley Organization/Business: AVR Properties
Address: 1332 Concannon Blvd City: Livermore State: CA Zip: 94550
Phone: 925 447 2367 Email: kenatavr@msn.com

COMMENTS / QUESTIONS:

Recent newspaper article indicated that around the bay area there is a direct correlation between major transportation and shortened life, bad health
How does BART TOD handle this?

65.1



Livermore Workshop #2
12/10/09

Letter 65 Ken Bradley

65.1 The commentor references articles that identify health problems near major transportation corridors in the Bay Area and appears to be concerned over toxic air contaminants (TACs) near major transportation corridors. Toxic air contaminants are discussed on page 3.11-30 of the Draft Program EIR. As an electrically-powered transit system, the BART extension alternatives are not expected to generate substantial amounts of air toxics.

As noted on page 3.11-13 and 3.11-14 in the Draft Program EIR, the California Air Resources Board (CARB) has released their *Air Quality and Land Use Handbook*, which identifies potentially significant health risks for sensitive receptors near high traffic freeways and roads. CARB recommends specific buffer zones between these sources and nearby sensitive receptors (500 feet for freeways). As noted on page 3.11-14, the extension alternatives would not directly construct new residential uses within 500 feet of a freeway, but that transit-oriented development may occur around stations within 500 feet of I-580 under some alternatives. Refer to Section 5, Program Merits, of the Draft Program EIR for information on how CARB's guidelines could affect future development around the stations along I-580.

Letter 660
01/21/2010 08:16 PM

To info@bartolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 21:16:37

First_Name: Bob

Last_Name: Brignano

Email: bbrignano@yahoo.com

66.1

Message: The maps show the existing streets, housing, etc., but they do not include planned developments that will be impacted by some of the routes. I understand that that the City of Pleasanton plans to extend Stoneridge Drive to El Charro Road and have new residential and commercial development in the area (Stapes Ranch). Explain why the maps and studies do not include such well-known future work that will be so significantly affected by some of the routes. This impacts alternatives 1A, 1B, 2A, 3A, and 5. With the amount of time it will take to complete the BART extension, the streets, housing, etc. will be significantly different than what is shown throughout the EIR. Why not include that?

66.2

Table 3.4-3 showing employment in the area includes only the employed people at Los Positas College. There are significantly more people at that location as students. If the purpose of the employment table is to show people who will be in the area on a daily basis, it seems appropriate to add the students to the tally. Please explain.

Submit: Submit

REMOTE ADDR: 149.136.25.254
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

Letter 66 Bob Brignano

- 66.1 Please refer to Master Response 4 of this document, for a discussion of impacts to the planned development at the Staples Ranch site.
- 66.2 This commentor requests that student enrollment data for Las Positas College be added to Table 3.4-3 of the Draft Program EIR. Las Positas College currently enrolls approximately 8,800 day and evening students. This information will be added as a footnote to the table, as shown below.

Table 3.4-3
Major Livermore Employers Near Proposed BART to Livermore Stations, 2009

Company	Use	Number of Employees	Nearest Station	Radial Distance (miles)
Activant Solutions	Business Services	363	Greenville East	0.19
Costco Wholesale	Retail	245	Isabel/I-580	0.40
Las Positas College ^a	Community College	490	Isabel/I-580	0.60
City of Livermore	Government	656	Downtown Livermore	0.70
Livermore Area Rec. & Park District	Government	508	Downtown Livermore	0.73
Valley Care Health System	Medical Office	1,300	Downtown Livermore	0.78
WalMart Stores	Retail	265	Downtown Livermore	0.82
Kaiser Permanente Health Center	Medical Office	130	Downtown Livermore	0.84
Lowe's Home Improvement Store	Retail	150	Downtown Livermore	0.94
Target	Retail	185	Downtown Livermore	1.19
Topcon Positioning Systems	Manufacturing	394	Vasco Road	0.12
Johnson Controls, Inc.	Manufacturing	279	Vasco Road	0.20
Lawrence Livermore Natl. Lab.	Government R&D	8,750	Vasco Road	0.30
McGrath RentCorp	Equipment Rental	185	Vasco Road	0.36
Valmark Industries	Manufacturing	180	Vasco Road	0.38
Kaiser Permanente Distribution Ctr.	Warehouse and Distribution	675	Vasco Road	0.55
Sandia National Laboratory	Government R&D	910	Vasco Road	1.00
Form Factor	Manufacturing / R&D	1,000	Vasco Road	1.16
Wente Vineyards	Winery	676	Vasco Road	2.04

Sources: City of Livermore, Economic Development Department, 2009; Las Positas Community College, 2009; BAE, 2009.

Notes:

- a. Las Positas College currently enrolls approximately 8,800 day and evening students.

Letter 66A

BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Ted Brownlee Organization/Business: _____

Address: 2038 Locust St City: Livermore State: CA Zip: 94551

Phone: 925-373-6158 Email: tedbrownlee@comcast.net

COMMENTS / QUESTIONS:

66A.1

I STRONGLY OPPOSE AN EXTENSION THAT GOES UNDERGROUND THROUGH TOWN. DISRUPTION IN THE AFFECTED NEIGHBORHOODS DURING & AFTER CONSTRUCTION WOULD BE ENORMOUS & WOULD GREATLY REDUCE PROPERTY VALUES.

BRINGING BART INTO DOWNTOWN WOULD INCREASE TRAFFIC IN AN ALREADY CONGESTED AREA. BART CAN CONNECT UP WITH THE ACE TRAIN @ VARCO ROAD. (IE, PASADENA DOESN'T HAVE A DIRECT DOWNTOWN ROUTE.)

MY PREFERENCE IS "ALTERNATIVE #2, LAS POSITAS."



Letter 66A Ted Brownlee

- 66A.1 Please refer to Section 3.16, Construction Impacts, in the Draft Program EIR regarding the potential for construction-period impacts. Refer to Section 3.2, Transportation, in the Draft Program EIR and Master Response 5 of this document regarding traffic impacts in the downtown area. A change in property values, in itself, is not considered an environmental impact under CEQA. The BART Board of Directors will consider the merits of the alignment alternatives and station locations during the final hearing to select a preferred alternative.

Letter 67



0
11/17/2009 11:35 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Tuesday, November 17, 2009 at 12:35:25

First_Name: David
Last_Name: Brusiee
Email: dbrusiee@comcast.net

Message: Questions regarding the Bart to Livermore Program.

- 67.1 FINANCIALS: How much money has been allocated for this project? How much money have Livermore and Pleasanton residents contributed via taxes so far? When will financial estimates be ready for each option?
- 67.2 USAGE: How many riders are expected to use this extension per each of the next 10 years? How many cars will be dedicated for this line?
- 67.3 FARES: What is the future outlook for costs to maintain the entire BART system and fees for ridership?
- 67.4 FUTURE: What are the plans or thoughts regarding connecting BART to Tracy, Brentwood or existing Bart line further north? What are the plans or thoughts about running BART down the middle of 680?

Submit: Submit

REMOTE_ADDR: 67.164.101.25
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; GTB6; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 1.1.4322; .NET CLR 3.5.30729; .NET CLR 3.0.30729; OfficeLiveConnector.1.4; OfficeLivePatch.1.3)

Letter 67 David Brusiee

- 67.1 A funding plan has not yet been developed for the project-level design. Please refer to Master Response 8 of this document for a more detailed discussion of this issue and for a discussion of the amount of local sales tax and property tax paid to BART.
- 67.2 The estimated number of riders that would use the BART extension to Livermore ranges from 23,100 to 38,100 for the various alternatives in the year 2035 (see Table 3.2-19 on page 3.2-62 of the Draft Program EIR). Estimates of ridership over the next ten years were not developed as part of the Draft Program EIR since it is very unlikely that a project of this nature and magnitude could be implemented within that timeframe. The number of additional BART cars required for each of the alternatives ranges from 54 to 89 (see Table 3.2-24 on page 3.2-54 of the Draft Program EIR). This number includes the cars needed to serve the extension, cars need to provide added capacity on the existing BART system, and spare vehicles to allow for car maintenance.
- 67.3 The Short Range Transit Plan and Capital Improvement Program (SRTP/CIP) provides an analysis of BART's funding needs, priorities, and funding strategies for its operations through FY 2017 and for its capital programs through FY 2032. It is available on the BART website (bart.gov/docs/FINAL_FY08_SRTP_CIP). Future fares would be set by the BART Board, based on a variety of factors, including labor costs, equipment replacement and system upgrades, and ridership at the time. Any fares for an extension to Livermore would be consistent with BART's distance-based fare policy. Estimates of potential fares were provided in Table 2-3 (page 2-53) of the Draft Program EIR. For example, the one-way fare from Downtown Livermore to Embarcadero Station in San Francisco was estimated to be \$5.65.
- 67.4 As discussed on page 2-64 of the Draft Program EIR, there was a suggestion during the scoping process to focus on extending BART directly to the Central Valley rather than devote effort to providing for a BART-ACE connection. While the City of Tracy's representatives expressed some interest in a potential BART extension, the representatives of the San Joaquin Council of Governments and the San Joaquin Regional Rail Commission noted that their current policies and program objectives all involve efforts to support the continued operation and improvement of the ACE commuter rail service that links San Joaquin County with the Bay Area. Because the county agencies did not express interest in altering their objectives to fund a BART extension, a BART extension to San Joaquin County was not included in this Program EIR. It should be noted that none of the alternatives evaluated in this Program EIR would preclude a future BART extension into San Joaquin County in the future.

There are currently no plans to look at BART extensions in the center of I-680, either north or south of Dublin/Pleasanton. Consistent with the September 2007 MTC Regional Rail Plan, BART is considering a study of the potential extension of the eBART line beyond the

currently approved eastern terminus at Hillcrest Station in Antioch. The study would look at extending eBART service easterly along the State Route 4 corridor, which includes Brentwood. An eBART extension to Tracy, which is outside of the BART district, was considered a future project in the Regional Rail Plan and is not contemplated in the near term.

Letter 68



Rich Buckley
 <buckley.rich@gmail.com>
 12/08/2009 06:53 AM

To INFO@BARTLIVERMORE.ORG
 cc Peter Buckley <buckcrealty@sbcglobal.net>
 bcc
 Subject ATTENTION PLEASE: BART PLANNING DEPARTMENT,
 MALCOM QUINT

December 8, 2009

Memo Re: BART Extension to Livermore
 Attention Please: Malcom Quint, BART PLANNING DEPARTMENT

For many years I have been visualizing the benefits and detorments (technical problems) of bringing BART to our downtown Livermore. I've looked at a lot of options including just the freeway option. I've owned property in downtown Livermore. My primary interest lies in seeing a successful 2500 seat performing arts center, which is the real soul of the community. I never thought or anticipated this opportunity to contribute ideas for BART might arise again after the city last closed off consideration of such an option and pushed the freeway plan forward as our "official" position a couple of years back. Bringing BART downtown – underground – is our once in a lifetime chance to do this right. Bring it and place it underground through Livermore's residential areas and downtown Core with stops along the way (see attached schematic). Resurface the line somewhere after before North Mines Road.

BART brought to the downtown within a safe, well lighted, busy, short pedestrian-friendly corridor of walking, will benefit the new larger regional performing arts center. It is important we capitalize on public transportation to the extent possible to support this performing arts center with its new 2500+- seat forum.

68.1

There is a community preference for low profile buildings in our downtown, over towering shadow-casters and windy eddies around lonely sky-scapes surrounded in sterile concrete. We are not even comfortable with advice from our own downtown core consultants, Freedman, Tung, & Bottemley who tell us, I paraphrase: "If you ask us, we will push as much residential into as many buildings as you can politically tolerate, into the downtown. so you guys here in Livermore set the limits. Don't ask us to set the limits." Livermore likes lower profile buildings in the downtown or taller buildings with visual set-backs to reduce the apparent height, which we tend to limit under 60' no matter what.

68.2

We continuously demonstrate in public hearings we harbor emotional limits on the height of structures we erect and their density, so keeping lower profiles is better for the calming of our spirits. Therefore, build low impact stations (non-commuter oriented) in the core downtown area to support our regional performing arts center. Plan a higher impact, New Metro-Center on about 100+- Acres of under utilized properties (see schematic attached page) on the triangle bounded by our major traffic carriers: (A) First Street, (B) North Mines Road, and the (C) Railroad Right-of-Way.

Place BART lines underground as you approach the residential areas of Livermore coming in from Pleasanton and Dublin. Resurface somewhere in the 100+- Acre, New Metro-Center.

68.2
cont.**REALITY CHECK NO. 1:**

(A) People take BART to San Francisco dressed up for their events they are attending downtown SF.

(B) People do not dress up for an event, take BART to the middle of a freeway, then ride a public bus to an event.

REALITY CHECK NO. 2:

(A) What about tunneling costs? Ask Bechtel Tudor Brinkerhoff about their Berkeley tunneling for BART.

(B) A tunneling engineer I met told me that tunneling engineering has become so well developed (since the days that Bechtel Tudor Brinkerhoff built BART) that it is the cheapest way to build routes. I defer to the engineers on this important point.

(C) Consider what was done in Disneyland at their new California Hotel. Consult the designers and consultants that did the promenade all in commercial, all low profile,(click link:) between the Hotels and California Adventure Land ... it is a bustling, open air entertainment and outdoor shopping mall.

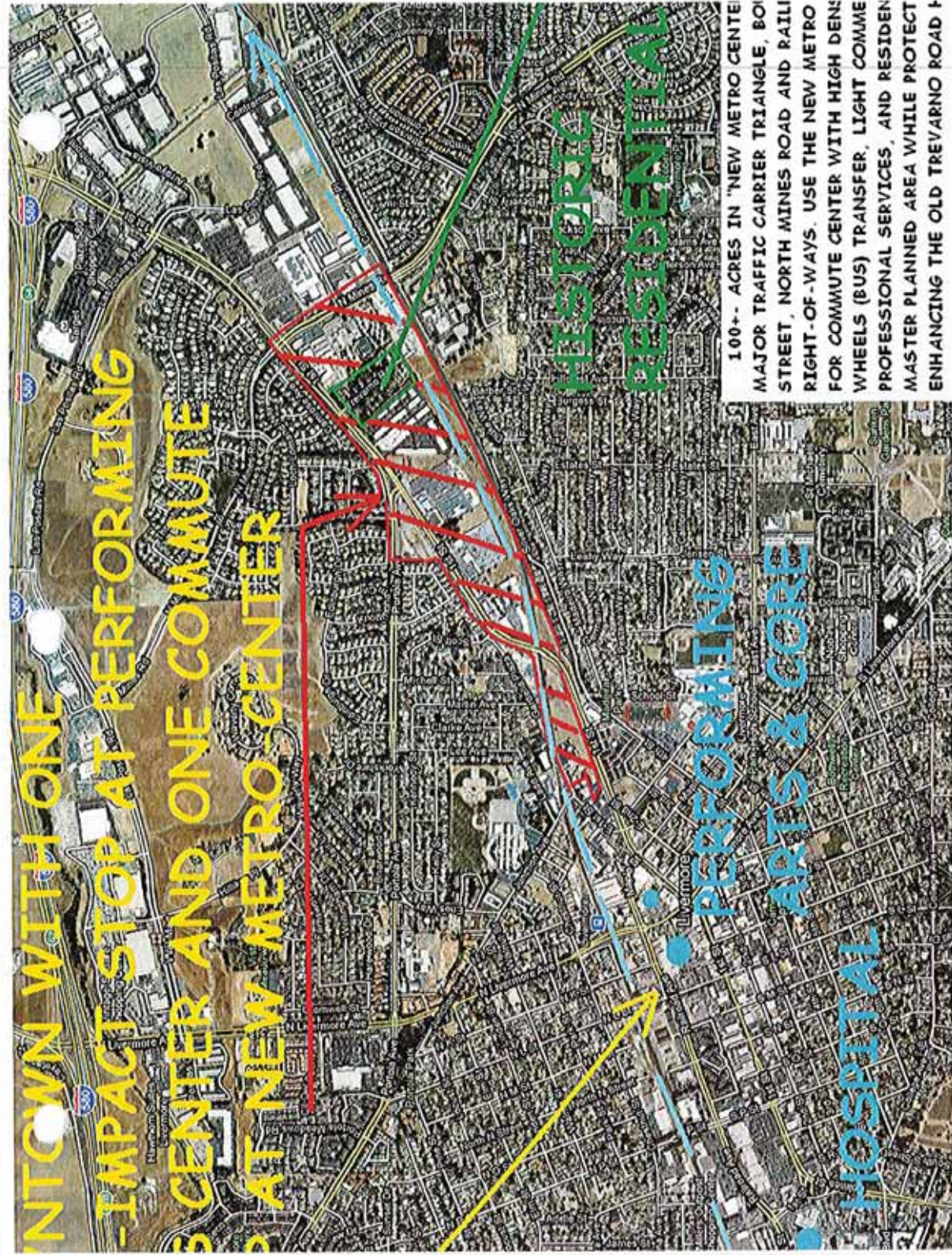
This New Metro-Center is quite adequate to receive, park, and serve high volumes of traffic: vehicle, bus-transfer, Bart Rail, to a master planned, facility. Importantly such a plan transfers the fear of BART noise and visual BART pollution from our downtown and residential neighborhoods, where the community of Livermore continuously expresses a strong preference to maintain low profile buildings (under 60-feet), with larger visual sky-scapes.

--

Rich Buckley, Broker-Realtor
 Rich Buckley Realty
 411 South L Street, Suite C
 Livermore, CA 94550-4433
www.BuckleyRealty.com
 DRE Lic. No. 336569
 Ofc. 925-443-1122
 Cel. 925-216-4378



Fax. 925-215-2058 BART ROUTE v2 7.pdf



Letter 68 Rich Buckley

- 68.1 This comment advocates a downtown station in Livermore and presents suggested land use and building height regulations for Downtown Livermore. As discussed in the Draft Program EIR, BART agrees with the comment that there are substantial benefits from a station in Downtown Livermore. If the Livermore extension program goes forward, the City of Livermore, in collaboration with BART, will develop a Ridership Development Plan (RDP) that would revise existing land use densities to encourage transit-oriented development at higher densities and move away from auto-dependent suburban development. The commenter's suggestions do not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA, but may be addressed by the City of Livermore during the RDP process. The BART Board of Directors will consider the merits of the alignment alternatives and station locations during the final hearing to select a preferred alternative.
- 68.2 This comment concerns the merits of the City of Livermore developing a suggested new "Metro Center" downtown in the area bounded by First Street, North Mines Road, and the Union Pacific right-of-way, and then serving that location with a tunneled BART alignment and station. This suggestion would be a variation on Alternative 3, with the "Metro-Center" located in the same vicinity as where Alternative 3 envisioned the maintenance yard. However, as a result of public input, an additional alternative has been added to the EIR analysis, Alternative 2b — Downtown-Vasco which would combine the I-580 median and Portola-Junction Avenue alignment to a downtown station with an alignment along the UPRR tracks to a station and maintenance yard at Vasco Road. As noted in Response 68.1, the commenter's suggestions do not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA, but may be addressed by the City of Livermore during the RDP process. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

The Draft Program EIR addresses tunneling costs in the alternative alignments that include below-grade guideway sections (Alternatives 3 and 2b). For the purposes of the Draft Program EIR, the worst case for tunneling from an environmental impact standpoint was chosen: cut-and-cover construction (see page 3.16-2). It is possible that at the project-level different tunneling technologies could be analyzed—some of which have different costs than cut-and-cover construction (that is, tunnel boring machine technology).

Letter 69



0
01/15/2010 08:34 AM

To info@bartolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, January 15, 2010 at 09:34:11

First_Name: Rich

Last_Name: Buckley

Email: buckley.rich@gmail.com

Message: December 8, 2009 and again Jan 15, 2010 with 2 additional comments.

Memo Re: BART Extension to Livermore
Attention Please: Malcom Quint, BART PLANNING DEPARTMENT

For many years I have been visualizing the benefits and detements (technical problems) of bringing BART to our downtown Livermore. I've looked at a lot of options including just the freeway option. I've owned property in downtown Livermore. My primary interest lies in seeing a successful 2500 seat performing arts center, which is the real soul of the community. I never thought or anticipated this opportunity to contribute ideas for BART might arise again after the city last closed off consideration of such an option and pushed the freeway plan forward as our "official" position a couple of years back. Bringing BART downtown - underground - is our once in a lifetime chance to do this right. Bring it and place it underground through Livermore's residential areas and downtown Core with stops along the way (see attached schematic). Resurface the line somewhere after before North Mines Road.

BART brought to the downtown within a safe, well lighted, busy, short pedestrian-friendly corridor of walking, will benefit the new larger regional performing arts center. It is important we capitalize on public transportation to the extent possible to support this performing arts center with its new 2500+- seat forum.

There is a community preference for low profile buildings in our downtown, over towering shadow-casters and windy eddies around lonely sky-scapes surrounded in sterile concrete. We are not even comfortable with advice from our own downtown core consultants, Freedman, Tung, & Bottemley (<http://www.ftscities.com/index.html>) who tell us, I paraphrase: "If you ask us, we will push as much residential into as many buildings as you can politically tolerate, into the downtown. ... so you guys here in Livermore set the limits. Don't ask us to set the limits." Livermore likes lower profile buildings in the downtown or taller buildings with visual set-backs to reduce the apparent height, which we tend to limit under 60' no matter what.

We continuously demonstrate in public hearings we harbor emotional limits on the height of structures we erect and their density, so keeping lower profiles is better for the calming of our spirits. Therefore, build low impact stations (non-commuter oriented) in the core downtown area to support our regional performing arts center. Plan a higher impact, New Metro-Center on about 100+- Acres of under utilized properties (see schematic attached page) on the

triangle bounded by our major traffic carriers: (A) First Street, (B) North Mines Road, and the (C) Railroad Right-of-Way.

Place BART lines underground as you approach the residential areas of Livermore coming in from Pleasanton and Dublin. Resurface somewhere in the 100+- Acre, New Metro-Center.

REALITY CHECK NO. 1:

(A) People take BART to San Francisco dressed up for their events they are attending downtown SF.

(B) People do not dress up for an event, take BART to the middle of a freeway, then ride a public bus to an event.

REALITY CHECK NO. 2:

(A) What about tunneling costs? Ask Bechtel Tudor Brinkerhoff (<http://en.wikipedia.org/wiki/Bechtel>) about their Berkeley tunneling for BART.

(B) A tunneling engineer I met told me that tunneling engineering has become so well developed (since the days that Bechtel Tudor Brinkerhoff built BART) that it is the cheapest way to build routes. I defer to the engineers on this important point.

(C) Consider what was done in Disneyland at their new California Hotel. Consult the designers and consultants that did the promenade all in commercial, all low profile, (click link [http://maps.google.com/maps?f=q&source=s_q&hl=en&q=Disneyland,+Anaheim,+Orange,+California&ll=37.678445,-121.770422&spn=0.016779,0.026157&ie=UTF8&od=1&geocode=FcrpAwIdzLP4-A&split=0&hq=&near=Disneyland,+Anaheim,+Orange,+California&ll=33.808885,-117.92141&spn=0.002202,0.004292&t=h&z=19] between the Hotels and California Adventure Land ... it is a bustling, open air entertainment and outdoor shopping mall.

This New Metro-Center is quite adequate to receive, park, and serve high volumes of traffic: vehicle, bus-transfer, Bart Rail, to a master planned, facility. Importantly such a plan transfers the fear of BART noise and visual BART pollution from our downtown and residential neighborhoods, where the community of Livermore continuously expresses a strong preference to maintain low profile buildings (under 60-feet), with larger visual sky-scapes.

- 69.1 Two additional important comments: (1) Pleasanton's recently reported (The Independent, issue Jan 14, 2010) fears and concerns over part coming off of Charo Road can be mitigated visually and through sound reduction by under-grounding from the freeway in. (2) The placement of any proposed BART storage yard and repair yard should not be near any residential property as it
- 69.2 examples of existing BART storage yards in the Fremont-Milpitas area indicates quit visually that the yard changes the character of the abutting neighborhoods into an industrial if not heavy-industrial zone. The most receptive location to place such a proposed storage yard is well east of Vasco Road area.

It is important I believe for Livermore residents to find the will to support under-grounding BART into the downtown Livermore area and convincing our reluctant Alameda County Supervisors that good planning will mitigate the issues raised by the City of Pleasanton.

Submit: Submit

REMOTE_ADDR: 71.202.77.4
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US;
AppleWebKit/532.5 (KHTML, like Gecko) Chrome/4.0.249.64 Safari/532.5

Letter 69 Rich Buckley

- 69.1 Please see responses to Comment Letter 68. In addition, this comment suggests the use of a tunnel to mitigate the concerns of the City of Pleasanton of an elevated alignment along El Charro Road. Placing the BART guideway in a subway along El Charro Road would reduce noise and visual impacts related to the proposed aerial alignment. However, the land along El Charro Road is currently largely undeveloped or in agricultural or quarry use. An aerial BART alignment would not have significantly affected the existing uses and therefore, the Draft Program EIR did not consider a subway. A subway also would increase construction costs and construction impacts for this alignment. If this alignment is chosen by the BART Board as the preferred alternative, it is likely that it would require additional analysis in the project-level EIR/EIS, including analysis of vertical alignment (subway, aerial) configurations. For additional information on the program's effects on the Chain of Lakes and Staples Ranch, please see Master Responses 3 and 4, respectively.
- 69.2 The Draft Program EIR fully assesses the impacts of each proposed maintenance yard. Of the three yards, both the Vasco Yard and the Greenville Yard are located east of Vasco Road, the location preferred by this comment. The Portola/Railroad Yard is located just east of Downtown Livermore. As a result of the location of the Portola/Railroad Yard, Alternatives 3 and 3a would have potentially significant impacts related to land use incompatibility (see Table 3.3-6, page 3.3-36). As summarized in Table 3.3-7 (page 3.3-38), this finding of significance is based on the fact that the maintenance yard would be adjacent an historic residential neighborhood, and may disturb those residences and adversely affect the residential setting (page 3.3-47, paragraph 1). The BART Board of Directors will consider the merits of the alignment alternatives, including the maintenance facilities, during the final hearing to select a preferred alternative.

Letter 70



Alan Burnham
 <akburnham@comcast.net>
 11/28/2009 02:09 PM

To <info@barttolivermore.org>
 cc
 bcc

Subject Comments on BART extension

70.1

I am writing to express my agreement with the majority of public comments at your recent hearing that BART should stay on the freeway when it is extended to Livermore. I have several reasons.

1. I expect it would be substantially cheaper and therefore have a better chance of actually happening.
2. Downtown Livermore streets are not capable of handling anymore traffic, and to the extent that a station there would increase downtown traffic, it is a bad idea.
3. A freeway station at I-580 and Greenville would better encourage central valley commuters to exit the freeway and relieve freeway congestion, which is absolutely terrible between Livermore and Pleasanton.
4. An Isabelle station would be primarily for the benefit of locals. Just avoiding the metering lights makes taking BART worth considering.

I also assert that Livermore should have no more than two stations. Having too many stations actually discourages some riders, like me, who go long distances on BART. Each stop adds time to the trip and makes BART less attractive.

70.2

By way of background, I should say that I have paid BART taxes for 32 years, and I have ridden BART on average less than once a year. When I have, it was often a bad experience. Parking at Bayfair years ago was a problem, and when BART was extended to Pleasanton, it was a problem there, also. A few times I circled the lots and could not find a place. I concluded that even trying to take BART was largely a waste of time. That may have changed recently with the new parking structure in Pleasanton, but I have not used BART since it opened. I find it ridiculous that BART consultants recently said that providing parking is too expensive and that ridership should draw from development around the station. If BART taxes were restricted to those living within walking distance of the stations, I would be more receptive to that comment. Did the consultants compare the parking cost to the cost of providing new freeways for drivers? If BART is not cost competitive to building freeways and bridges, why not just get rid of it altogether?

70.3

The extension of BART to SFO sounded like a good idea, but I find it useless from Livermore. First, if my flight is late in the morning, I have to drive to Pleasanton and deal with freeway traffic and parking. Of course, if I take an early flight, BART is not running yet, and if I come home too late, it isn't running then either. BART is very noisy going through the tube and several other places. Also, I have to change trains and waste another 15 minutes each way. All in all, it is far too much time wasted to be worth any cost savings to me. Having a BART station in Livermore and having the train go directly to SFO could change the balance.

70.4

I am also concerned that BART police have not been treated fairly when things have gone wrong handling disruptive people. I suspect the vast majority of riders do not want disruptive people handled with kid gloves, and a failure to keep BART safe will certainly discourage me and others from using it. The recent video of this week's incident can more likely be interpreted as the drunken man lunging away from the policeman towards the window than being pushed. The shooting of Oscar Grant was very unfortunate, but filing charges of murder against the officer is absurd. Involuntary manslaughter, maybe, but no way murder. I think BART should be more proactive at stating that unruly people are not wanted on the trains by either BART or nearly all its passengers, and if they don't want to be arrested, they should stay away.

Alan Burnham

Letter 70 Alan Burnham

- 70.1 This comment concerns the merits of alternatives that stay in the median of I-580. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative. The traffic impacts of the extension alternatives are addressed in the Draft Program EIR. A summary of the freeway impacts is provided in Figure 3.2-5 on page 3.2-68. The figure illustrates that the alternatives with a station on the freeway do perform well in reducing freeway congestion. Traffic impacts in Downtown Livermore are also addressed (see pages 3.2-78 through 3.2-131 of the Draft Program EIR). Those alternatives with a downtown station will generate increased traffic on downtown streets; however, the magnitude of the increase would not be sufficient to create significant new adverse traffic impacts.
- 70.2 The purpose and scope of the Draft Program EIR was to provide a basis for the comparison of alternatives for a BART extension to Livermore. It was not intended to compare a BART to Livermore extension with the cost of building additional freeway lanes. It is appropriate to note that each of the BART alternatives that were studied would provide for reduced traffic and improved travel conditions on I-580. Regarding the availability of BART parking, the procedure used to model the demand for access to BART assumed that an unconstrained supply of parking would be provided at the new stations, with the exception of the Downtown Livermore Station. The amount of parking proposed for each of the non-downtown stations is sufficient to accommodate all of the year 2035 demand.
- 70.3 Please see Response 70.2 regarding availability of BART parking. The remainder of this comment concerns the commentor's experience in using BART services to travel to San Francisco International Airport, and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. No further response is warranted.
- 70.4 Please see the Draft Program EIR, pages 3.13-13 through 3.13-15, regarding police and security issues for the alignment alternatives. The remainder of this comment concerns the commentor's opinion of events involving BART police, and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. No further response is warranted.

Letter 71



0
01/20/2010 10:30 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 11:30:17

First_Name: Robert
Last_Name: Canning
Email: r.canning@sbcglobal.net

- 71.1 Message: While there is some attraction to having BART go to downtown Livermore, if that is the route selected, there will be extensive noise impacting older residential areas as well as increased traffic. The parking in downtown Livermore is already tight and having an end of line Bart station will increase the the traffic flow from the freeway to get to the station.
 - 71.2 As well, the route down Isabel Ave will transect the Chain of Lakes. This route may negatively impact the water quality.
 - 71.3 Continuing BART along the freeway and connecting to the VASCO ACE train station will facilitate commuting from the Central Valley, reduce the surface street traffic and minimize the impact on existing residential areas.
- Bart to Livermore is long overdue. But it needs to be located in a logical, smart fashion and to the benefit of all travelers, not to facilitate a small special interest's desires.

Submit: Submit

REMOTE ADDR: 12.155.161.34
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; SIMBAR={930DB4B9-4EDB-4661-8646-DOA5FD16E8AE}); .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; InfoPath.2)

Letter 71 Robert Canning

- 71.1 This comment concerns the merits of a downtown station in Livermore. Please see Master Response 5 of this document for a discussion of impacts related to the Downtown Livermore Station.
- 71.2 The commentator notes that the route down Isabel Avenue would affect the Chain of Lakes. Although five of the alternatives cross over the Chain of Lakes, no 'down Isabel Avenue' alternative has been identified. Potential direct and indirect effects of each alternative on the Chain of Lakes were identified in Table 3.8-6 and Table 3.8-7 of the Draft Program EIR in the 'Lakes/Ponds (acres)' column (see pages 3.8-25 and 3.8-26). Impact HY-5 (Violation of Legal Requirements, Water Quality Standards, or Waste Discharge Requirements) analyzes potential impacts associated with all alternatives on the Chain of Lakes water quality (see page 3.8-50 to 3.8-55). As noted in Impact HY-5, compliance with existing regulatory requirements and BART Facility Standards would minimize potential impacts, and impacts would be less than significant.
- 71.3 This comment concerns the merits of connecting BART to ACE at the Vasco Road Station in Livermore. The traffic impacts of the extension alternatives are addressed in the Draft Program EIR. Traffic impacts in Downtown Livermore are also addressed (see pages 3.2-78 through 3.2-131 of the Draft Program EIR). Those alternatives with a downtown station will generate increases traffic on downtown streets; however, the magnitude of the increase would not be sufficient to create significant new adverse traffic impacts. The BART Board of Directors will consider the merits of the alignment alternatives and station locations during the final hearing to select a preferred alternative.

Letter 72

<casamajor@earthlink.net>	boardofdirectors@bart.gov	To
01/07/2010 08:43 AM		cc
	BART to Livermore	Subject

Please respond to
casamajor@earthlink.net

Dear Mr. McPartland:

72.1 Thank you for coming to Pleasanton for the BART presentation on January 6. I more fully appreciate the options under consideration and the decision making process as a result of the meeting. I would like to add my voice to those agreeing that Livermore has waited long enough for full BART service. I also concur with those who oppose any route which would disrupt the long planned Chain of Lakes park and trails system.

72.2 I am personally interested in bicycle access to BART as I have found that riding my bike to the current Pleasanton station is a better alternative than trying to find parking at 9:00 a.m. when I normally leave for San Francisco. I have had no problems with leaving my bike. But, I find it very dangerous to actually get through the parking lots to a place where I can leave my bike. I am a late middle aged woman riding a very conservative bike with two rear baskets, not a daring road cyclist. I feel uncomfortable both on the sidewalk and in the street on the Pleasanton side of the Dublin/Pleasanton station so I am using a combination of both which has kept me safe thus far though it does require a lot of getting on and off the bike. Please consider easy bicycle access in the design phase of whatever new stations are constructed on the way to Livermore. If a family with a child on a bike, an infant in a pull cart, and a parent on a bicycle with a child on the back would feel safe arriving at the station, the designers will have done an excellent job. A designated lane, permission to use the bus lanes, separated lanes...whatever works will be greatly appreciated. It would also be wonderful if BART could plan to include bike or pedestrian paths along BART right of ways in the future.

Again thank you for the time you are spending on our behalf.

Sincerely,
Julia M. Casamajor

2018 Foxswallow Road
Pleasanton, CA 94566

Alan and Julia Casamajor
casamajor@earthlink.net

Letter 72 Alan and Julia Casamajor

72.1 This commentor expresses a desire for a BART extension to Livermore and preference to avoid routing a BART extension through the Chain of Lakes. Please refer to Master Response 3 of this document for a detailed discussion of the Chain of Lakes alignment alternatives.

72.2 As noted on page 3.2-153 of the Program Draft EIR, "...the new BART stations would include provisions for bicycle access between surrounding roadways and the BART platforms, including secure and convenient bicycle parking." At the time when a specific project is proposed and a more detailed project-level environmental document is prepared, more detailed station plans which indicate the proposed bicycle access provisions will be provided. Bicycle or pedestrian pathways along BART right of way, other than in the vicinity of stations for access purposes, are outside the scope of the Draft Program EIR which is focused on extending transit service to Livermore.

Letter 73

Alan and Julia Casamajor
<casamajor@earthlink.net>

01/07/2010 08:45 AM

Please respond to
casamajor@earthlink.net

To: info@barttolivermore.org

cc

bcc

Subject: Draft Program EIR

Dear BART Reviewer:

73.1

After perusing the document, I am concerned that the analysis of the impact of all the alternatives which cross the Chain of Lakes does not correctly reflect the negative impact of these options in two areas. While the document acknowledges regional plans for proposed trails in that area, table S-3, page S-17 lists potential disruption to pedestrian, trails and bicycles as PS/LTS. This considerably understates the impact which is very significant. Further, table S-2, page S-14 indicates that the visual impact of an aerial tramway for alternative 5 would have a low impact. This far understates the case.

I realize, after attending the meeting at the Pleasanton Council Chambers on January 6, that none of the alternatives affecting the Chain of Lakes, may be considered for the final project. Nonetheless, if this area is to be impacted by a future BART project, I would like to see the visual impact as well as the impact on trails reviewed more stringently.

Thank you for your attention to this matter.

Sincerely,
Julia M. Casamajor
2018 Foxswallow Road
Pleasanton, CA 94566

Alan and Julia Casamajor
casamajor@earthlink.net

Letter 73 Julia Casamajor

- 73.1 BART acknowledges that the potential impact to pedestrian and bicycle trails is potentially significant, and mitigation measures have been included that will reduce those impacts to less than significant. Mitigation Measure TR-8.1 would maintain the trail network along the BART alignment and around station sites, and TR-8.2 would maintain trail crossings of the BART alignment. (See page 3.2-153 of the Draft Program EIR.) Mitigation Measure TR-9.2 would maintain the bicycle crossings of the BART alignment. (See page 3.2-155 of the Draft Program EIR.) The visual impacts of BART's aerial guideway through the Chain of Lakes are discussed further in Master Response 3 of this document. Impacts to proposed trails and views along the Chain of Lakes/El Charro Alignment are discussed in detail under the sub-sections titled "Compatibility with Future Recreational Plans" and "Aesthetics" of Master Response 3, respectively.

Letter 74

Eric Chase
<galoisgroupie@gmail.com>
11/11/2009 10:06 AM

To: Malcolm Quint <Mquint@bart.gov>
cc
bcc
Subject: Re: Draft PEIR for Livermore BART

Hi Malcolm,

Thank you very much for uploading the DPEIR. It's been an enjoyable read.

If you wouldn't mind, I was hoping you might be able to answer a question I have regarding the ridership projections. If I've read this correctly, it seems that BART is projecting Alternative 1 to have the highest rider volume at its two stations (38,100 daily entries and exits), which is slightly higher than most other alternatives. I was hoping you might be able to help me understand the methodology that led to this projection, as compared to other projections for the other alternatives. It strikes me that Alternative 1's two stations in or near the freeway median will limit our ability to build solid TOD with nice urban design. It also seems that these stations are not sited near particularly high concentrations of jobs.

74.1

It's useful to compare/contrast this to Alternative 2A, which would serve both Downtown Livermore and Vasco Road. As the EIR points out, many of Livermore's largest employers are within one mile of downtown, and the largest employer by far, Lawrence Livermore, is a short walk from Vasco. Both these stations would be ideally suited to walk to at least one-third of the total jobs in Livermore, and a downtown station would be useful for shoppers and provides a better opportunity for TOD.

Given all the above, it seems on its face that Alternative 2A would attract higher ridership than Alternative 1. Also, the travel time difference between these two alternatives is basically negligible (54 seconds), particularly for someone who might already be making a long trip from Livermore/Stockton to Oakland/San Francisco. However, the EIR projects Alternative 2A's rider volume on the extension to be 35,200 entries and exits, which is less than Alternative 1.

My apologies if I missed it, but I didn't find a detailed explanation for the ridership projections in the EIR. I was hoping you might be able to clarify for me a bit more about the ridership model -- and in particular, why Alternative 1 is projected to get the most ridership, even though the characteristics of other alternatives (especially 2A) seem more favorable for attracting riders.

Thanks again for your help.

Best,
Eric

On Wed, Nov 4, 2009 at 1:14 PM, Eric Chase <galoisgroupie@gmail.com> wrote:

Letter 74 Eric Chase

- 74.1 Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the ridership forecasts. There are several reasons why Alternative 1 has the highest ridership of all the alternatives. It attracts the most ridership from San Joaquin County (See Table 3.2-20 on page 3.2-55 on the Draft Program EIR). The Greenville East Station is close enough to the major employers in the eastern portion of Livermore to attract nearly as many riders as those alternatives with a station at Vasco Road. The Isabel/I-580 Station is well located in terms of its ability to attract travelers on I-580 as well as persons traveling to or from the western portion of Livermore. As the differences in total ridership between comparable alternatives are relatively small, these characteristics of Alternative 1 are enough to make its ridership projections exceed those of Alternative 2a and other alternatives.

Letter 75



0
12/16/2009 11:25 AM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, December 16, 2009 at 12:25:53

First_Name: Wilson

Last_Name: Cooper

Email: wecoop@yahoo.com

Message: Maintenance Yards.

Maintenance yards are described as being noise, vibration, and light pollution sources during construction and in operation (perhaps) 24 hours a day, 7 days a week. A new BART Maintenance Yard must not adversely impact existing residential areas.

In the nine alignment alternatives described in the Draft Program EIR, four options for Maintenance Yards are considered; Two of the nine alignment alternatives have no Maintenance Yard; Two locate a yard south of First Street just east of the downtown railroad bridge; Two locate the yard at Vasco Road near the location of the current ACE station; Three show the yard at the east end of the valley near the Greenville station.

The downtown and Greenville locations place the yard adjacent to or close to existing and planned residential areas. Of the three yard locations considered, only the Vasco location is free of residential impacts.

75.1

The "no yard" option, of course, is ideal from this consideration, and is apparently a viable solution with respect to BART operations in the Livermore area. That choice would also free money for operational features (another station?) of interest to Livermore residents.

The preliminary analysis says that Yard noise impacts can be mitigated from "Potentially Significant" to "Less Than Significant" in each of the proposed locations. Significance of course is in the eye or ear of the impacted party. The best of mitigation plans frequently have problems. We've recently read of continuous noise from railcar turntables - which of course is fixable. "Small" things like back-up beepers in the middle of the night, outdoor telephone pagers, continuous light "spillage" into nearby properties, continuous low-level noise may meet code requirements yet impact life quality. At this stage, more detail - beyond noise, alone - should be addressed in the P-EIR for residential areas in proximity to the proposed Greenville and Portola Yard sites. Or better yet, rather than accept "no-impact" assurances for sensitive nearby residences, the potential for life-quality impacts should be avoided entirely.

If there is to be a Yard in this project it should be sited at the Vasco location, independent of the station configuration selected. Thus a I-580/Greenville station plan, for example, would integrate the Vasco location into the operations. I would ask that you show this as an alternative in the

P-EIR (and that the Portola and Greenville Yards be dropped from consideration).

Submit: Submit

REMOTE_ADDR: 75.28.160.29
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AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10

Letter 75 Wilson Cooper

- 75.1 This comment concerns the merits of the various yard locations, based on anticipated impacts from yard activities. Although both the single-station alternatives (Alternatives 4 and 5) do not have a maintenance yard, the “no yard” option is not feasible for the two-station alternatives. See the maintenance facility discussion on page 3.2-63 of the Draft Program EIR. Noise impacts from train operations and from yard activities were identified in the Draft Program EIR in Section 3.10, Noise and Vibration. The need for mitigation measures for noise associated with yard operations is identified on page 3.10-56 in the Draft Program EIR. The visual impacts from yard lighting were addressed in the Draft Program EIR, beginning on page 3.5-43, and a mitigation measure to reduce light spillover is on page 3.5-44. These specific measures will be developed in the project-level environmental process, after a site has been selected and more detailed engineering has been completed on the yard layout. The location of the maintenance yard is not independent of the overall system configuration. The yard sites for each alternative were selected to be near the location of the terminus station for the alternative. Combining the alignment alternatives terminating in a Greenville station together with a Vasco Yard, as suggested by the commentor, would not be feasible due to operational issues related to shuttling trains between yards and stations.

Letter 76



0
11/25/2009 07:52 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, November 25, 2009 at 20:52:19

First_Name: Jim

Last_Name: Corkery

Email: jimcgalina@att.net

76.1

Message: Which BART to Livermore options include a Isabel / I580 Station?

Thank you,

Jim

Submit: Submit

REMOTE_ADDR: 99.34.77.93
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; GTB6; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR
3.0.4506.2152; .NET CLR 3.5.30729)

Letter 76 Jim Corkery

76.1 Alternatives 1, 2, 3, and 4 all have stations at Isabel/I-580.

Letter 77



Daniel <dbj@tanj.com>

11/20/2009 10:46 AM

Please respond to dbj@tanj.com

To info@barttolivermore.org

cc

bcc

Subject PEIR comments

- It makes no sense for BART to proceed with this plan. Judging from the poor design and lack of maintenance that Pleasanton and the other stations suffer from, BART can not manage what it has and should not add to it's burden.
- 77.1 ■ The proposed plan has 3 main objectives;
- alleviate congestion on I-580
 - provide intermodal connections
 - improve air quality and reduce greenhouse gas
- It will fail on two of those measures.
- 77.2 ■ The construction of the line will INCREASE traffic congestion on the freeway for 2 or more years as roads are rebuilt to accommodate the new line. The stretch of freeway that will be bypassed by BART is not the section that is congested. Running down Stanly Blvd will negatively impact a major artery that is used by thousands of commuters each day. That will push them back onto 580, the exact opposite of the desired effect.
- 77.3 ■ The pollution that a new line might reduce will never make up for the massive amounts of pollution caused by the construction of the line. Pollution sources not listed in the PEIR:
- The acres of asphalt that will be dug up and replaced.
 - The acres of land that will be paved.
 - The hundreds of thousands of extra man-hours spent in stop and go traffic while construction is underway.
 - The emissions from cars as people endlessly circle the parking lots looking for a place to park. In Pleasanton/Dublin you can waste 20 minutes driving through all available parking.
- The establishment of a new line in Livermore is a bad idea financially and ecologically.

Letter 77 Daniel (No Last Name)

- 77.1 The BART to Livermore Extension Program has identified nine objectives, which are outlined on page 1-12 and 1-13 of the Draft Program EIR. The three objectives listed by the commentor are important, but not the only goals for the extension.
- 77.2 Construction of any of the BART extension alternatives would result in an increase in traffic on the I-580 freeway due to construction-related truck traffic and construction workers. In addition actual construction activities in the freeway right-of-way would require traffic management measures such as temporary lane reconfigurations and barrier installation that could reduce traffic capacity of the freeway. Typically these issues would be addressed through the development of a formal Traffic Management Plan, such as is described under Mitigation Measure CI-TR-1.1 starting on page 3.16-13 in the Draft Program EIR, which would be prepared during the design phase of the extension. This plan would be designed to mitigate the impacts of construction related traffic and construction activities.
- 77.3 The commentor questions whether the air quality benefits from the BART alignment would outweigh the construction emissions to build the alignment. Pages 3.16-46 through 3.16-48 in the Draft Program EIR discuss emissions that would result during construction. Each of the alignment alternatives would result in construction emissions to some degree. The construction emissions would be dependent on the construction method to be used, timing and phasing of the construction period, and also on the length of the alignment to be constructed. In general, the longer alignments would likely result in greater overall construction emissions. However, as shown in Table 3.11-5 on page 3.11-22 of the Draft Program EIR the longer alignments would generally result in greater reductions in vehicle miles traveled and associated air emissions. It should also be noted that the construction emissions would be a one-time emissions source, while the vehicle emissions reductions and associated benefits would continue throughout the life of the project.

Letter 78



0
01/13/2010 01:55 PM

To info@bartolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 13, 2010 at 14:55:00

First_Name: Sean

Last_Name: Dorman

Email: sean.dorman@hpmg.com

Message: I have submitted the following to The Independent on two separate occasions- As of today it has not been published.

78.1

I'm excited that talks about getting BART to Livermore are happening, but I'm not excited about a few of the proposed routes. I have attended one of the BART sponsored meetings regarding the EIR and attended one of the Community Workshop meetings sponsored by the city.

At the workshop meeting the majority of people favored a downtown station and one at Vasco Rd. I love the idea of having BART downtown but I do not favor it running across the quarries in Pleasanton and down Stanley Blvd to get there. I'm not sure people who favor that route understand what a change it would bring and how it would affect the citizens who live along that corridor. A Downtown station can still be built without subjecting some of our residents to noise and sound walls.

78.2

Though they are called "at grade" routes, BART must, by law, raise their track(s) 6 feet above the existing tracks be it with gravel and dirt or with another more substantial structure. To combat noise BART also has another solution "Depending on the particular circumstances and topography at the location of the noise exposure, sound walls can be between about 5 feet to 15 feet high and be made of solid materials"- Taken directly from BART's EIR, 3.10 Noise and Vibration 3.10-53. I assume the above would apply to the entire length of the line as it passes through residential neighborhoods from Murdell to North Livermore Ave. This no doubt will have significant noise increases for the senior housing, regular housing and business parks all along Stanley and Railroad Ave. I can't imagine that you wouldn't be able to hear it were you enjoying a stroll downtown or outside of our new Theater.

Some people may not consider that much of an impact because there is already a rail line there but please don't forget BART trains run from 4 AM to 12:30 AM., every 30 minutes. There are also issues of right of way regarding the proposed Stanley route. In the BART EIR meeting it was mentioned that some businesses and residential homes would have to be purchased in order to maintain the legal amount of space required between the tracks and the public.

I live about 2 tenths of a mile from the tracks on Stanley Blvd. (about the same distance from the tracks that Granada High School is). Granted I can hear and sometimes feel the freight trains but they don't rumble through every 30 minutes for 20 hours a day. I'd hate the soothing warm summer nights spent entertaining friends and family in my backyard to be constantly broke up with squealing wheels and the roar of a passenger train behind my fence every half an hour.

78.3

I urge everyone who lives along the tracks to participate in the planning and route proposal meetings and to voice your opinions on the proposed alignments. I favor the Downtown via 580/Isabel station alignment. This route is along the freeway median, eliminates the need to build an unsightly raised section of track crossing from Pleasanton across the quarries into Livermore, eliminates the need for an unsightly sound wall along an already unsightly corridor, maintains a connection to the ACE train in downtown and has an underground section that would greatly reduce noise and impact on residential neighborhoods. You can see more info about the proposed alignments at- <http://www.bart.gov/news/articles/2009/news20091202.aspx>

BART is also taking comments until January 21, 2009 online @ info@barttolivermore.org or through the mail to Malcolm Quint, San Francisco Bay Area Rapid Transit District 300 Lakeside Drive, 16th Floor, Oakland, CA 94612

Submit: Submit

REMOTE ADDR: 64.164.109.2
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; InfoPath.1; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

Letter 78 Sean Dorman

- 78.1 Please refer to Master Response 3 of this document for a detailed discussion of the Chain of Lakes alignment alternatives. Also, there are two other alignments that provide a downtown station with an alignment along Portola Avenue (Alternatives 2b and 3). Alternative 2b is a new alternative that is described in Section 1.4 of this document.
- 78.2 The comment appears to refer to one general design requirement to improve safety in areas where BART would run in the same corridor as freight or commuter rail trains. As explained on page 2-53 of the Draft Program EIR, a vertical separation of 6 feet or more is required between the track beds of freight/commuter trains and other rail services, such as BART. The 6-foot vertical separation would provide protection for the lighter train cars should a heavy rail vehicle overturn or derail along the tracks. This design principal was applied wherever a BART alignment is proposed along a shared-use common corridor with existing freight rail tracks. The noise impacts to nearby sensitive receptors along the alignment passing through residential neighborhoods in Livermore are discussed under Impact NO-1 starting on page 3.10-22. Several neighborhoods adjacent to the tracks are expected to be significantly impacted by the BART trains. Mitigation measures would be implemented to minimize the increase in noise levels. However, at 1,000 feet (0.2 miles) away from the tracks, while noise levels are expected to increase by at least 1 dBA (averaged over the day), the increase is not expected to be significant. The right-of-way issues mentioned by the commentor relate to the possibility that BART may not be able to use the UPRR right-of-way along Stanley Boulevard. In that event, BART would need to acquire additional right-of-way to the north of the UPRR tracks, in order to maintain an appropriate distance from the existing UPRR tracks, not from the public. For a discussion of the UP Commuter Access Principles and their affect on property acquisition, see pages 3.4-23 and 3.4-24 of the Draft Program EIR.
- 78.3 Please see Master Response 3 regarding the Chain of Lakes alignment alternatives. As noted in Response 78.1 above, both Alternative 2b — Portola-Vasco and Alternative 3 — Portola provide a downtown station but do not use the Chain of Lakes alignment through the quarry area.

Letter 79

"PETER DSOUZA"
<rosamari@comcast.net>
01/04/2010 06:53 PM

To <info@barttolivermore.org>
cc
bcc
Subject NO BART to Livermore

Dear Sir:

Regarding the BART to Livermore project, please accept the following comments from a concerned citizen & resident of Livermore:

1) The 580 FWY is undergoing much needed expansions & resurfacing right now. Please do NOT try to insert any BART rail lines in between the East & West bound lanes of 580. We desperately need every square inch of space there for freeway lanes. Crowding them with BART rail lines will just make a complete MESS of everything! It will be MORE chaos not less chaos!

79.1

2) Please leave BART terminated at Pleasanton, where it belongs! It is bad enough that BART is occupying valuable freeway space in between the E-W bound lanes of 580 fwy in Pleasanton. To continue the mistake all the way to Livermore is just NOT a good idea! Don't you guys see that it only 'sounds' like a good idea but in reality very few people will stop driving their cars and take BART. The cost of BART train ride tickets keeps going up while the service keeps going down. Just look at the recent incidents with BART police in Oakland!

3) Please never bring BART all the way to Greenville station as a terminus. The additional cars and parking lot and service depot for BART will completely disrupt life for people living in the vicinity of Greenville, such as myself! My peaceful, quiet world is about to be ruined by BART, so how can you expect me to be happy about this?! Please please don't ruin my world.

Thanks for accepting my input.

Peter D'Souza

Letter 79 Peter D'Souza

- 79.1 The BART alternatives that use the median of I-580 for trackway would not take existing freeway lanes out of operation. The traffic lanes would be moved outward to provide space in the median for BART. No freeway lanes would be lost. Ridership forecasts indicate that, depending on the alternative and combination of stations, between 19,900 and 31,700 patrons would ride BART. Please see the alternatives summary in Table 1-1 of this document. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 79A



0
01/06/2010 05:11 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 6, 2010 at 18:11:34

First_Name: michael

Last_Name: evans

Email: fourmhe@aol.com

Message: I wish to express my opposition to extending BART in any fashion, elevated or otherwise, including the construction of stations; at any point off the freeway corridor. I would support the project as long as it stays within the general freeway corridor.

My objections are based on the following:

- 79A.1 1. The environmental and aesthetic impact cannot be properly measured simply from the air. Its impact on this community (negatively) if it goes into the cities is not easy to quantify.
- 79A.2 2. The traffic and in particular the crime impact from such a diversion would be significant.. This is also hard to quantify in simple numbers (crime stats for instance) and some "expert opinions" on crime impact I believe are motivated by other interests and or ill informed. I have 32 years in law enforcement and any police official that says crime and related quality of life will not be impacted is mistaken.

Thank you for allowing me to give you my input.

Michael Evans (Pleasanton resident)

Submit: Submit

REMOTE_ADDR: 67.174.218.177
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; WOW64; Trident/4.0; GTB6.3; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30618)

Letter 79A Michael Evans

- 79A.1 The commentor notes that it is difficult to quantify aesthetics and community impacts from the Draft Program EIR. The methodology and standards of significance used to determine the degree of visual quality impacts in the Draft Program EIR are described on pages 3.5-14 through 3.5-17. A summary of the visual quality impacts is provided in Table 3.5-2 on pages 3.5-19 through 3.5-21, and provides a comparison between the alternatives by indicating which alternatives would have a low impact, moderate impact, or high impact, as described in the table.
- 79A.2 Please refer to Master Response 5 for a discussion of traffic impacts associated with a downtown station and Master Response 6 regarding the relationship of BART stations and crime.

Letter 80



C F <ucgofar@yahoo.com>
12/21/2009 10:13 PM

To info@barttolivermore.org
cc ucgofar@yahoo.com
bcc
Subject Draft PEIR concerns

December 21, 2009

Dear Mr. Malcolm Quint,

My name is Casey Fargo and I have been a citizen of Livermore for 5 years. I have enjoyed much of Livermore living in 4 different parts of town. I am attracted to Livermore because of its small town feel, beautiful and historic downtown and the open spaces around the city.

80.1

I have many concerns of the planning of bringing BART to Livermore and felt like they haven't been addressed thus far. I was able to attend the second community dialogue about the BART station planning and left feeling like we are all being led down a slippery slope, that we must have two stations for BART to Livermore to work. The main focus of the dialogue was about station pairing and in that we were to look at pictures and state what we liked or disliked about those pictures of potential station areas; the downtown pictures numbered 12, the infill pictures numbered 10 and the freeway pictures numbered 8. This shows a heavy leaning by those putting on the event that they are attempting to get as much backing for the downtown and infill stations as possible while diverting the focus away from the freeway stations as much as possible.

My two main concerns are eminent domain and preserving the small town character that Livermore is known for. I have seen the PEIR draft and have not been able to read the 1,000 plus pages, which are not very specific in the few pages I have read pertaining to my concerns. I wonder how many of the elected officials, consultants and staff has actually read all of the report (I spoke with 3 people affiliated with this BART extension at the dialogue and none of them did)?

The land use is plagued with too much potential eminent domain areas, especially in the downtown area and in any potential pairings.. How would this be addressed in relation to small business owners, home owners and other private property that would be considered useful under eminent domain?

80.2

Livermore is a Preserve America community. What defines a Preserve America community is according to the website: "The goals of the program include a greater shared knowledge about the nation's past, strengthened regional identities and local pride, increased local participation in preserving the country's cultural and natural heritage assets, and support for the economic vitality of our communities." (<http://www.preserveamerica.gov/overview.html>) In layman terms the distinctions that apply to Livermore are; small town feel, lively & historic downtown, preserving community culture and making sure Livermore stays Livermore by not turning into a

Berkley or Hayward kind of city.

80.3 The estimates at the total cost range from \$1,900,000,000 to \$3,800,000,000, these are some very big numbers with very big and very real strings attached. If the single station is proposed and accepted or even a pairing is accepted, Livermore will have to accept federal funding which will dictate how we must grow our community, i.e. the density of housing has to reach a minimum of which Livermore is between 500 and 2000 below. How will this affect the aesthetics of this city? High density housing does not fall into Livermore's heritage.

80.4 A few final notes on general items; I have doubts about the overall presentation of information to the community at large being that I felt misled by the beginning of the presentation that I attended in the projected ridership. The projection that was being thrown out there was a very high number, 30,000, with very little explanation, until the end of the presentation when it was being questioned. This projected ridership is based on the year 2035 with 2 stations in Livermore and is not 30,000 total entrances to the system at the proposed Livermore stations but the 30,000 is split between entrances and exist to the proposed stations, which means only 15,000 entrances. They also let it be known that the total number of entrances and exits at the Dublin/Pleasanton station is now at 15,000. Even one of the presenters, Bonnie Nelson said something along the lines of the ridership not being guaranteed and only a projection based on computer generated scenarios. How honest is the Draft PEIR in its calculations?

80.5 I also have doubts on the estimated cost of the project going from one proposed station to two proposed stations; the cost goes from 1.5 times to 2 times the cost of one station. And not one of the proposed costs include any other costs associated with having a BART station such as increased costs on emergency services (fire and ambulance), increased costs on the police force, increased costs on road maintenance and any costs that would be associated with road improvements necessary to facilitate such a large scale project. How realistic is the Draft PEIR without such considerations?

80.6 One final concern is the overall cost incurred to date. How much has already been spent on the four consulting companies, and two community dialogues? And has this been calculated into the overall cost projections of the project?

In summary my concerns are; land use and its affect on private property through eminent domain, the affects on the aesthetics of Livermore by bringing in high density housing and other proposed infill, and the overall completeness of the Draft PEIR. Thank you for your time, consideration and response.

Respectfully,

Casey Fargo

Letter 80 Casey Fargo

80.1 The commentor appears to be referring to a series of community meetings that were held by the City of Livermore to discuss the potential BART extension alignments and station sites. These meetings were sponsored and staffed by the City and held independently of BART. BART held three public hearings to accept comments on the Draft Program EIR: November 18, 2009, December 2, 2009, and January 6, 2010. The transcripts of those meetings are presented in Section 5 of this document. BART would have to acquire property from voluntary sellers or by eminent domain for the BART track right-of-way, stations, and maintenance areas if the Livermore extension is constructed. Property acquisition is discussed in the Draft Program EIR beginning on page 3.4-15. Mitigation for displacement would be guided by the California Relocation and Real Property Acquisition Guidelines. This is discussed further on page 3.4-23 of the Draft Program EIR. Please refer to Master Response 5 for a discussion of the property acquisition anticipated in Downtown Livermore and the proposed mitigation measures.

80.2 As noted in this comment, the City of Livermore is one of 814 communities designated as a Preserve America Community by the national Preserve America initiative. This comment correctly points out that the goals of the initiative include greater shared knowledge about the nation's past, strengthened regional and local identity, increased participation in the preservation of historic assets, and support for economic vitality. None of the BART to Livermore extension alternatives or the regional policies to promote transit-oriented development around proposed stations is inconsistent with Livermore's Preserve America designation.

According to the Preserve America website, the Preserve America Community designation recognizes communities that "protect and celebrate their heritage; use their historic assets for economic development and community revitalization; and encourage people to experience and appreciate local historic resources through education and heritage tourism programs."⁵⁰ In its description of the programs and assets that justify Livermore's Preserve America Community designation, Preserve America highlights the value of an active, revitalized downtown area: "Livermore's historic downtown is enjoying a renaissance, helping re-establish Downtown as the city's premier shopping, dining, entertainment, and cultural district. With the addition of several residential projects, artist work/live spaces, and a pedestrian-oriented environment, Livermore has enhanced its urban living experience."⁵¹ Preserve America also specifically highlights the value of the city's Downtown Specific Plan, which, as noted in the Draft Program EIR, identifies the Downtown Gateway Transit District as a locus of transit-oriented development and potential transit station location (page 3.3-26, paragraph 2): "The city also adopted the

⁵⁰ Preserve America website. "Preserve America Communities and Neighborhoods." <http://www.preserveamerica.gov/communities.html>. Accessed May 13, 2010.

⁵¹ Preserve America website. "Livermore." <http://www.preserveamerica.gov/CALivermore.html>. Accessed May 13, 2010.

Downtown Specific Plan in 2004, which included an Historic Resources Inventory update focusing on existing and newly identified resources in Downtown.”⁵²

City of Livermore staff concur that a BART station located Downtown would only further establish Downtown Livermore as the city’s “premier” urban and historic district, as it would increase accessibility, visitation rates and pedestrian orientation, as well as provide economic stimulus. Further, the station would neither interrupt nor detract from the historic resources education, identification and awareness programs that are integral to the Preserve America Communities designation.⁵³

The land use impacts of the BART extension are discussed in Section 3.3 of the Draft Program EIR, and the growth-inducing impacts of the extension are discussed beginning on page 4-5 of the Draft Program EIR.

- 80.3 Funding for a BART extension to Livermore would likely include federal funding; however, BART, not the City of Livermore, would be the recipient of any federal funds. For a BART extension to meet the requirements of MTC’s Resolution #3434, the City of Livermore must develop a Ridership Development Plan (RDP) for the purpose of increasing residential densities around station sites. Please see page 5-14 and Table 5-4 of the Draft Program EIR for a discussion of MTC Resolution #3434 and proposed station area development for the various alternatives. The RDP would be prepared by Livermore, which would also be the lead agency for the environmental review of the RDP. The aesthetic impacts of any changes to land use proposed in the RDP would be evaluated at that time.
- 80.4 The ridership forecasts are based on computer modeling of the expected conditions in the Tri-Valley area in the year 2035. It is not possible to guarantee that the assumptions about future conditions will be 100 percent accurate; however, they are based on historic transportation trends and reasonable assumptions about future conditions. Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the ridership forecasts. Also, please see Response 63.15 of this document. As noted in the comment, new BART ridership would be approximately 30,000 new daily riders for several alternatives and would exceed 31,000 new daily riders for several alternatives, including Alternative 1 — Greenville East and Alternative 2a — Downtown-Vasco. As illustrated in the footnote to Table 3.2-18 on page 3.2-54 of the Draft Program EIR, new BART riders are counted at their exit from the system, so the 30,000 new daily riders represent 30,000 new person trips on the system. This would mean that a commuter entering the BART system in Livermore and traveling to San Francisco would get counted as a new rider as he or she exits the system in San Francisco and counted a second time on the return trip to Livermore.

⁵² Preserve America website. “Livermore.” <http://www.preserveamerica.gov/CALivermore.html>. Accessed May 13, 2010.

⁵³ Riley, Steve. Principal Planner, City of Livermore. Personal communication with Greg Goodfellow, DC&E. May 14, 2010.

- 80.5 The cost estimates for the BART to Livermore Extension Program are identified in Appendix B of the Draft Program EIR and include all capital costs associated with the construction of the BART project, including any required freeway modifications and station access roadway improvements. Contingencies and project reserves have been included in the capital cost estimates to handle any unexpected costs that arise during the design phase. Operating costs for local police and fire services and roadway maintenance are not included in the BART costs. However, as discussed on page 3.13-13 through 3.13-16, there would be a small increased demand for police, fire, and other local emergency services, but no additional staffing or new facilities would be required.
- 80.6 The BART to Livermore Extension Program budget is approximately \$5.0 million, which consists of \$4.5 million for preliminary engineering and environmental work, and approximately \$0.5 million for scoping activities prior to the start of the environmental work. The cost for this preliminary engineering and environmental evaluation is included in the overall program cost estimates to construct the extension.

Letter 81



0
11/18/2009 05:33 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, November 18, 2009 at 18:33:19

First_Name: william
Last_Name: fitzwater
Email: wfitz1964@comcast.net

- 81.1 Message: I read most of the draft report. The are 9 proposed alignments. While I live in Castro Valley I am glad at least you are submitting a choice . However can any of these choices be truly implemented due to the present econmic conditions?
- 81.2 My point of view is I like choice 2a which goes into Downtown Livermore and ends at the lab. It makes the most sense build where the people are and going to which is the lab . The problem is this it doesn't connect with Los positis college very well and Tracey well it might be connected at Vasco. I would be more in favor of haing a loop tht goes thur 2a alignment but return along 580 median.
- 81.3 What ever is chosen my advice is this it should directly link or have a multipurpose station that allows direct connection to ACE or proposed high speed rail . It should allow for the parking needs of 1000 of vehicles and have excellent buss connectors. I would hope after all this time with BART one purpose needs to understood just like orinda and that line it would be better served following the median of the freeway and have high capacity for parking of potential commuters. Build where the people are and want it and it will work that is my advice cost & politics are just some one else headache.

Submit: Submit

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Letter 81 William Fitzwater

- 81.1 Please refer to Master Response 8 for a discussion of how a funding plan would be developed for the program.
- 81.2 The comment favors a variation on the Alternative 2a alignment that would have stations in Downtown Livermore and at Vasco Road, but would continue along the UPRR to I-580 and return along I-580. This configuration is essentially a combination of Alternative 2a and Alternative 1. A second possible loop could be formed by a combination of Alternative 2a and Alternative 2. The individual segments (Alternatives 1, 2, and 2a) of these possible combinations were examined in the Draft Program EIR. However, a loop configuration was not considered feasible, because it would essentially double the extension's length, substantially increasing the cost of acquiring right-of-way and building the guideway without increasing the area that the extension would serve or generating additional riders. A loop configuration also would increase the potential for environmental impacts (for example, displacements, visual impacts, cultural impacts, noise) by increasing the length of the alignment without increasing the ridership.
- 81.3 This comment concerns the merits of a freeway alignment for the alternatives. It also concerns the need for parking at stations, and the need for a connection with ACE and buses. All alternatives have at least 1,000 parking spaces planned for each station. Please refer to Tables 3.2-32 and 3.2-33 in the Draft Program EIR, on pages 3.2-140 through 3.2-141, for a listing of the parking proposed at each station. All planned stations would have bus connections. Please refer to Table 3.2-22 in the Draft Program EIR, on page 3.2-57 and page 3.2-58, which shows the anticipated transfer levels to and from buses at each of the stations under each alternative. All alternatives except Alternative 4 have a transfer to ACE. Please refer to Table 3.2-22 in the Draft Program EIR, on page 3.2-57 and page 3.2-58, which shows the anticipated transfer levels to and from ACE under each alternative. These same intermodal (BART/ACE) stations would serve high-speed rail (HSR), if a HSR alignment through the Tri-Valley area is selected. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 82



"Brian William Hall"
<conspiracy.con@abcglobal.net>
01/03/2010 05:09 PM

To <info@bartolivermore.org>
cc
bcc
Subject Proposed Livermore Station Sites

To Whom It May Concern:

82.1 I have received the literature pertaining to the expansion of BART to Livermore. While I applaud that move by the transportation management hierarchy of Northern California, I do have genuine concerns about the pollution and disturbances a local station can and will cause. Therefore, it is my hope---because of the exposure to both noise pollution and environmental pollution (specifically the invisible Electro-Magnetic Fields or EMFs caused by BART)---that, out of the several options offered, the station be located as far away from the inner city of Livermore as possible.

82.2 Unacceptable locations are Isabel/Stanley, Downtown Livermore and Vasco Road. The other two options are along the freeway and appear to be furthest from inner city locations and human activity. Those acceptable locations are, of course, either Isabel/I-580 or Greenville East.

Thank you for the opportunity to comment, and thank you in advance for considering the concerns addressed. I look forward to a personal response and/or more announcements on the subject in the near future.

Sincerely,

Brian William Hall
Livermore Resident (2 years)
Bay Area Resident (46 years)

Letter 82 Brian Hall

82.1 The Draft Program EIR addresses Electromagnetic Fields (EMF), beginning in the fourth paragraph of page 3.12-36. The Draft Program EIR states that studies have shown that exposure to additional EMFs as a result of operation of the BART extension would be up to approximately 1,500 milliGauss (mG) for riders and employees, while residents near the Downtown Livermore Station and other stations would have lower exposure to EMFs. This is well below the voluntary levels that range from 9,000 to 12,000 mG that have been suggested by the industry, government, and scientific organizations with expertise in EMF technology, referenced on pages 3.12-20 and 3.12-21 of the Draft Program EIR. As discussed in paragraph four of page 3.12-36 of the Draft Program EIR, it should be noted that limiting exposure to EMF is voluntary, as federal and State agencies have reviewed past studies to determine if exposure to EMF causes adverse health effects and have found no basis for setting health standards to date. The Draft Program EIR also addresses noise impacts from trains on residents in Downtown Livermore under Impact NO-1 starting on page 3.10-22. As noted in the Draft Program EIR, noise levels at residential uses could exceed the significance thresholds. The mitigation strategies described under NO-1.1 on page 3.10-53 would substantially reduce impacts related to BART train noise; however, sufficient information is not available at the program level to conclude with certainty that mitigation would reduce this impact to a less-than-significant impact in all circumstances.

The commentor expresses a preference for an alternative that does not include a station near Downtown Livermore. The BART Board of Directors will consider the merits of the alignment alternatives and station locations during the final hearing to select a preferred alternative.

82.2 The BART Board of Directors will consider the merits of the alignment alternatives and station locations during the final hearing to select a preferred alternative.

Letter 82A



Bonnie Hamilton
 <batthebarn@hotmail.com>
 12/03/2009 07:44 AM

To <info@barttolivermore.org>
 cc
 bcc
 Subject FW: BART

I am copying this letter also to BART, I sent to the city of Livermore....

From: batthebarn@hotmail.com
 To: bgvinn@ci.livermore.ca.us
 Subject: BART
 Date: Thu, 3 Dec 2009 07:41:50 -0800

Hello Mr. Vinn,

I am writing this letter to you in regards to BART routes coming to Livermore. I was actually shocked and dismayed, to find out that some people actually think a BART station downtown Livermore is a good idea!! I look at the BART station at Fruitvale, and consider this a shiny example of why it should NOT come downtown.

Livermore is my home, and I have lived here for many years, and I moved here, to get AWAY from the urban sprawl. How can a few people, who are only concerned about lining their pockets with money, consider ruining the lives of hundreds of Livermore residents, who want to live with peace and quiet in their own homes. We live near the tracks, of which several of the proposed routes, would be sending trains through our neighborhood. We would have severe noise pollution, no more privacy, and could never enjoy our backyards again! Having a BART station, and train so close to my home, would bring crime, and poverty to our neighborhood!

To think that people would come to Livermore for shopping and eating, or to go to the theater, is ludicrous. The BART train is for commuters. If I want to go to the city, I get on BART, and go to San Francisco. Underground BART stations, are not a safe place to be. It will turn Livermore into another Fruitvale, and we know how successful, that station is, everyone has left, because of all the crime, and dismal conditions caused by gang activity and violence.

I want you to know, that I am on a mission in my neighborhood, to get as many people informed and upset about this as I can. BART needs to stay up at 580. How dare the city of Livermore think about destroying the lives of some of its residents, for the monetary benefit of a few?! That what this is all about, the greed of a few, to profit off the misery of hundreds.

82A.1 This is not even to mention the horrendous effects, that having a possible BART station at the Quarry area. What of all the birds that live in the water, the ducks, cranes, and so many others? What will happen to them? Do you think that all the pollution, and noise will have a positive effect on their habitat? Does Livermore want to become another city like San Leandro, or Oakland? I thought the city wanted growth, but to turn it into an urban nightmare? We have a beautiful city now, and this will just destroy it. I understand the needs of businesses downtown wanting to be able to succeed, but this is not the answer, and it certainly will backfire on them. People will avoid the area, because it will be impossible to get through traffic jams, and find parking.

Anyway, I am very upset, as you can see. My family. and my way of life is threatened, and I am going to respond to that. I will lay down on the tracks if I have to, it is that important to me.

Bonnie Hamilton
955 El Rancho Dr
925-455-8622

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Letter 82A Bonnie Hamilton

82A.1 Please refer to Master Response 5 of this document regarding noise, visual, traffic, and parking impacts in the downtown area, and Master Response 6 regarding the relationship of BART stations and crime.

The commentor is also concerned about impacts of a station in the quarry area on the biological resources in the Chain of Lakes area. Impacts to special-status birds during construction are discussed on page 3.16-31, and mitigation measures to prevent disturbance to nesting birds are provided on pages 3.16-32 to 3.16-34 to reduce impacts to less than significant. In addition, impacts associated with water quality are described on pages 3.8-50 through 3.8-55, and as noted BART compliance with existing water quality regulations would reduce impacts to surface waters including the Chain of Lakes area.

Letter 83



0
01/21/2010 01:09 AM

To info@barttolivmore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 02:09:34

First Name: J

Last Name: Haslam

Email: leforetl@netzero.net

Message:

- 83.1 1. Has the favorable value of a counter commute option for Livermore Residents to a Greenville station located on I-580 been included in the PEIR?
- 83.2 2. Is a station at Isabel necessary to obtain adequate value in the PEIR for Alternative 1 or any of the other alternatives?
3. Given the highly likely probability of extended work stoppage, budget cuts, termination of funding or extended delays in complete funding even after a project is authorized and funded (e.g. the "2nd Pleasanton BART station") in the current and future economic environment, has the impact to traffic, etc. been included in the PEIR in the event that the extension to Livermore is remains in a partially complete stage for an extended period of time during the assumed construction period? Given this likely possibility and the consequent impact to Livermore and nearby residents in traffic congestion and other impacts, how has the negative impact of partial completion of the project been included adequately? Further is it not strongly advisable in all the alternatives to first complete the construction all the way to the furthest terminal point (e.g. Greenville station in alts. 1 and 2) before performing any significant work on any intermediate stations (e.g. Isabel, downtown Livermore)? Completion to the end of the route prior to completion of intermediate stations should provide the greatest value in reduction of traffic congestion and rider utility with the least impacts to Livermore residents given the probability and risk associated with delays in completion of the project. Intermediate stations can then be completed at the end of the project and consequently parking requirements at the intermediate stations could be reduced.
- 83.4 4. How has the impact of longer transit times (due to time for stopping/loading/unloading) upon decreased ridership been included in the PEIR for the inclusion of the Isabel, downtown Livermore, and Vasco stations?
- 83.5 5. Given the risks of partial completion of the project among other factors, what is the basis for a credible economic value to the downtown Livermore station and route?
- 83.6 6. This study should seriously consider the value of coordinating a Greenville BART, I-580, a potential future Greenville ACE train stop, and also LAVTA bus connection hub at Greenville. Coordination of transit connections is seriously lacking nationwide and particularly in the San Francisco Area (although recently given high priority for government funding). Given the proximity of the routes and the opportunity for flexibility, and increased ridership with a convenient, expedited connection between BART and both I-580 and the ACE train, there would appear to be a significant opportunity for

- 83.6
cont. positive value from this type of alternative that could mitigate the negative impacts of the project. How has this been included in the PEIR?
- 83.7 7. Has the impact of increased traffic on Vasco Rd for alternatives involving a Vasco station been included in the PEIR? Has the likely improvements and expansion of Vasco road to accommodate increased traffic from I-580 to reach the BART station been included? How is it assured that this impact has been adequately considered for both impacts of increased traffic, congestion during construction improvements to Vasco Road, cost to Livermore Taxpayers for improvements, and congestion and parking issues around the ACE station on Vasco Road?
- 83.8 8. Why is an alignment of the Greenville station within the I-580 median not been considered? Does the current location of station and parking at Greenville increase the cost for future expansion of BART to Tracy or other points eastward? How has this been appropriately and effectively included in the PEIR?
- 83.9 9. Is there high quality, validated data supporting the value of bus connections to BART as a means of increasing ridership? Many commuters are quite reasonably deterred from risking delays/uncertainty when relying on multiple sources of public transportation (either with delays and missed connections). How has this been adequately addressed and/or included in the PEIR? Is the value of the connections to LAVTA buses in downtown Livermore overestimated given long transit times to reach the LAVTA transit station for a large number of Livermore residents?
- 83.10 10. Has the relative ease of a re-adjustment of LAVTA routes and schedules to a Greenville BART station hub been included or adequately considered in the PEIR? How is this quantified?
- 83.11 11. It does not appear reasonable to see large reductions in freeway and Livermore city street congestion from alternatives with stations not on the I-580 corridor. How has this data been validated? It does not seem likely that people will drive through congested city streets and risk not obtaining parking (given the significant parking constraints in downtown Livermore or Vasco road) as a commuting alternative if the highway is nearby.
- 83.12 12. It does not seem particularly credible that a significant number of people will ride the BART to downtown Livermore for theater, etc. in the evenings. Has this properly been included in the PEIR?
- 83.13 13. Has the impact of increased crime in Downtown Livermore or at a Vasco station been considered appropriately in the PEIR? Does this include the limitations on ability to patrol or respond to incidents at or near the stations that are not located convenient to I-580? Has the ability of BART police to respond to incidents at stations not on I-580 been considered appropriately?
- 83.14 14. Wouldn't there be significant savings (net present value cost) in including the extension of BART to Tracy in this PEIR vs. doing so at some future date? Why would there not be a considerable positive value in traffic mitigation and increased ridership with inclusion in this PEIR?

Submit: Submit

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Letter 83 J. Haslam

83.1 The Greenville Station site that was studied in this document was located just south of I-580, and not on I-580. The travel demand modeling work that produced the ridership estimates assigns riders to stations based on a variety of factors. The ridership model assigns Livermore residents boarding BART to the Greenville Station if it is the most convenient station for them, based on destination, starting location, and travel time. Please refer to Master Response 2 of this document for an explanation of the methodology for generating the ridership analysis.

83.2 The station at Isabel/I-580 is just one of several alternative station locations considered in the Draft Program EIR; different alternatives have different station options so that a range of alternatives can be considered. BART attempts to maintain a reasonable spacing of stations to serve the population in a given area, so having only one station in Alternative 1, at Greenville, would not be considered a reasonable spacing of stations to serve the local population's needs.

83.3 Construction impacts are identified in Section 3.16, Construction Impacts, in the Draft Program EIR. Typically projects are divided into a series of segments and components, each of which can be completed independently. This avoids the situation noted in the comment where construction is halted prior to completion. Before the project can begin construction, all participating funding agencies would require a full-funding plan for the project, including appropriate contingencies and reserves for unanticipated conditions. Therefore, work stoppages mid-construction and related effects on traffic are not reasonably expected to occur.

Contrary to the comment that the project should be constructed to its furthest terminal point before intermediate stations are constructed, projects are often divided into independent segments so that design and construction can be done commensurate with available funding. In the case of the BART to Livermore extension, it is possible that construction to a station at Isabel/I-580 or Isabel/Stanley could take place as the first phase of a longer two-station alternative. This is an issue that would be addressed in the project-level EIR/EIS as part of the development of the construction phasing plan, which is identified on page 3.16-13 as Mitigation Measure CI-TR-1.1 for the project.

83.4 Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the ridership forecasts. The added time associated with stops at the intermediate stations, such as the Isabel/I-580 Station in Alternative 1, is accounted for in the travel demand model by including the time that the train requires to slow down and stop at the stations, to load passengers (30 seconds) and then to accelerate back up to speed. The ridership forecast is sensitive to the overall travel time and speed and the time added by additional stations would result in a loss of ridership. However, the added stations generate more ridership than what is lost through the longer total travel time involved.

- 83.5 The likelihood that the project would be stopped permanently mid-construction is extremely small. See Response 83.3 above. The value of the downtown station is that it provides an opportunity for transit-oriented development in an area identified by the City of Livermore and MTC for such development, which over time can assist in channeling growth, increasing community amenities, and increasing property values.
- 83.6 As suggested in the comment, the proposed Greenville East Station was designed to provide direct connections between BART, ACE, and regional bus service with auto access from I-580. Selected LAVTA routes would be redirected to the Isabel/I-580 Station. A further description of the Greenville East Station is provided on pages 2-13 of the Draft Program EIR. The evaluation of transit impacts is described on page 3.2-46, impacts are described in detail in Table 3.2-17 (pages 3.2-48 to 3.2-51), and mitigation measures are described on pages 3.2-131 to 3.2-138.
- 83.7 The potential traffic impacts of a Vasco Road Station have been evaluated in the Draft Program EIR. Please refer to page 3.2-130 of the Draft Program EIR. Mitigation Measures TR-4.5 and TR-4.6 in the Draft Program EIR identify potential improvements to intersections along Vasco Road, which are intended to address the impact of the traffic added by the Vasco Road Station. However, it is not necessary to widen Vasco Road to accommodate increased traffic to a Vasco Road Station. A construction phasing and traffic plan would be required to reduce traffic during construction. (See Mitigation Measure CI-TR-1.1 on page 3.16-13 of the Draft Program EIR.) Costs for improvements that are required as mitigation for significant impacts identified in the Draft Program EIR would be funded by the project.
- 83.8 A station in the median of I-580 was considered in the preliminary stages of the project, but was dropped from consideration. The reasons for dropping that station are described on page 2-58 of the Draft Program EIR.

The MTC Regional Rail Plan does not include a BART extension to Tracy as an extension of the Dublin/Pleasanton BART Line, but rather as a possible future extension of the eBART line from Contra Costa County. Extending the Dublin/Pleasanton Line to Tracy was considered prior to formal scoping, and is discussed on page 2-64. The Regional Rail Plan designates ACE and the California High Speed Rail Authority (CHSRA) as the service providers across the Altamont Pass. ACE is the current operator, and ACE intends to upgrade service incrementally, possibly transitioning to high-speed compatible equipment on new rights-of-way in the future. CHSRA and ACE are currently conducting an Alternatives Analysis and EIR/EIS for the Altamont Corridor Rail Project, (described in the Draft Program EIR on pages 1-16 to 1-17 and 3.2-131 to 3.2-132), which is considering upgrades to the Altamont Corridor rail services, which would connect with BART in the Tri-Valley. Therefore, locating the terminus station of the BART to Livermore extension outside the I-580 median would not affect the prospects for these future connections to Tracy and points eastward.

- 83.9 According to the 2008 BART Passenger Profile Survey, 8.6 percent of the riders using the existing Dublin/Pleasanton Station arrived or departed by bus transit. This represents 1,290 bus transit trips per weekday. While access by bus is not the primary means of accessing the station, it is a significant element in the overall access profile. Table 3.2-22 on page 3.2-57 of the Draft Program EIR indicates the expected future access profile for each of the Tri-Valley stations. In the year 2035 bus transfers at Dublin/Pleasanton are expected to increase to 25 percent of the total ridership. The increase is a result of increased traffic congestion, constrained parking supply, and planned bus service improvements. The expected mode of access by transit is 20 to 24 percent depending on the alternative. Auto access is expected to be the primary access mode.
- 83.10 Similar concerns were raised by the Livermore Amador Valley Transit Authority (LAVTA) in their comment letter. Please refer to Response 21.1. Provision of LAVTA services to the Greenville East Station would involve substantial changes to existing LAVTA routes.
- 83.11 The amount of traffic reduction on the I-580 freeway and the major arterials relates to the amount of traffic from San Joaquin County that would use BART and those travelers from the Tri-Valley area that would use BART. This San Joaquin County information is presented in Table 3.2-20 on page 3.2-55 on the Draft Program EIR. The alternatives would attract from 16,800 to 22,600 daily San Joaquin County riders in the year 2035. While those alternatives with stations on or near I-580 tend to perform better in attracting these trips, because of the long travel distances involved, the travel model indicates that San Joaquin County drivers will drive the relatively small additional distance to stations located off of I-580 in order to access BART. However, stations such as Downtown Livermore and Vasco Road are located closer to many of the Livermore residences and jobs than those on the freeway. These individuals are also users of I-580. Thus, these stations are more likely to attract Livermore riders than the freeway stations.
- 83.12 Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the ridership forecasts. The ridership estimates are based on the projected population and employment of the areas served by each of the stations in the year 2035. For the Downtown Livermore Station the primary sources of BART ridership would be from the jobs and the residences located within access distance from the station. The presence of the performing arts center in the downtown area would contribute to the potential BART ridership, but it would not be a primary factor in determining the total ridership.
- 83.13 The capabilities of BART Police and local police are discussed in Section 3.13, Community Services, of the Draft Program EIR. Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.
- 83.14 Please refer to Response 83.8.

Mr. Malcolm Quint
BART Planning Department
300 Lakeside Drive
Oakland, CA 94612

Letter 84

November 17, 2009

Dear Mr. Quint:

My comments are in regard to BART's Draft Program EIR presentation to the BART To Livermore Policy Working Group meeting on November 6, 2009. Please consider my recommendations concerning the following segments of that presentation:

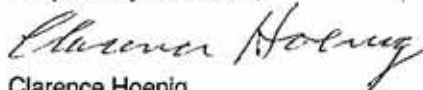
Comparison of Relative Costs Estimates (page 23)

- 84.1 1) In the final EIR BART must have at least two (possibly three) independent cost estimates of all Alternate Routes under consideration. These estimates should come from separate qualified and reputable engineering firms. Only with multiple independent estimates will we have true comparisons that can be considered credible by important future funding sources.
- 84.2 2) The tabular comparisons presented on November 6 are lacking in many respects:
- a) The term "Sunk Costs" must be defined.
 - b) The term "Soft Costs" must be defined.
 - c) "Contingency" estimates are so "large" as to make the cost comparison almost meaningless. The basis for all contingency estimates must be given and backed with references to solid engineering practice.
 - d) The basis for "Program Reserve" estimates must be elaborated and confirmed with established "best" practices.
 - e) What is the purpose and explanation of the statement, "costs are not discounted to reflect the current economic downturn"? If the economic downturn is even going to be mentioned then we need some elaboration on just how cost might have been "discounted". Then, compare those "discounted" costs compare with the those given in the table.

BART to Livermore Funding Opportunities (page 24)

- 84.3 1) "Programmed" should be defined. If, in fact, that means that definite dollar amounts have been committed to BART to Livermore, then those amounts should be listed parenthetically with those "checked" sources.
- 2) "Future" listings should be amplified to give approximate funding amounts that might be available. All "Future" sources should be checked to be certain that they are not fully committed to other programs.

Respectfully submitted,



Clarence Hoenig
588 Tyler Avenue
Livermore, CA 94550
Phone: 925-447-0411
~hoenig@sbcglobal.net

c. Mayor Marshall Kamena
Livermore City Council
City of Livermore
1052 S. Livermore Avenue
Livermore, CA 94550

Tri-Valley Regional Rail Policy Working Group
c/o Supervisor Scott Haggerty
Alameda County, District 1
1221 Oak Street, Suite 536
Oakland, CA 94612

Letter 84 Clarence Hoenig

- 84.1 The estimated costs for each extension alternative are provided in Section 2, Alternatives, and Appendix B of the Draft Program EIR. These cost estimates were prepared by AECOM, which has experience in BART cost analyses as the cost estimator for the Silicon Valley Rapid Transit Project under contract to the Santa Clara Valley Transportation Authority (VTA). The unit costs for that estimating effort have been validated by BART staff based upon BART's history of projects. In addition, the costing methodology utilized by AECOM in the BART to Livermore project was thoroughly reviewed and approved by BART staff, prior to the initiation of the estimating process. BART staff has reviewed and approved every interim and final costing product throughout the project. BART is confident in the accuracy of the cost estimating for this project as prepared by AECOM. In addition, the same methodology and unit costs for the estimating effort were used for each of the BART extension alternatives. Therefore, the cost comparison table presented in Appendix B provides an appropriate comparison of costs for the extension alternatives.
- 84.2 The commentor requests clarification of the following items:
- a. "Sunk Costs" are costs already incurred which cannot be recovered regardless of future events.
 - b. "Soft Costs" is a construction industry term for expense items that are not considered direct construction costs. Generally, Soft Costs include architectural, engineering, financing, and legal fees, and other pre- and post-construction expenses. Specifically in this study, "Soft Costs" are defined as "Engineering and Management" costs including engineering, supervision, and construction management by a General Engineering Consultant, including all subconsultants and engineering and administration by BART (excluding the cost of financing). For this study, Soft Costs were divided into the following major sub-categories: Project Administration; Design Engineering; Construction Management; Insurance, Legal, Permits, and Review Fees; Surveys, Testing, and Investigation; and Pre-Operating Expenses.
 - c. The contingencies employed are based upon the current, widely accepted professional engineering practices. Typically, when limited engineering design is performed for an early stage of project development, the contingencies are relatively high when compared to contingencies utilized later in a project after significantly more engineering design has been completed. This approach will cover the high risk of uncertainty involved at this earliest stage of design. The contingencies vary for the various analyzed areas within this project (i.e., construction costs, right-of-way costs, and vehicle costs). These contingencies were developed by BART staff based upon their historical data for all of BART projects over the life of the BART system.
 - d. Program reserve is an allowance to provide for changes that occur during construction, particularly construction change orders and claims. Since this project is at the earliest

stages of conceptual design and with the existing uncertainties of the real estate market, a program reserve of 10 percent was assigned against the entire project cost, which is consistent with other BART projects at this stage.

- e. The statement, "costs are not discounted to reflect the current economic downturn," indicates that the unit costs utilized in this study are based on the historical data developed from BART experience over the past four plus decades of BART construction activities. At the beginning of this study, the economic downturn had a significant and atypical downward effect on the unit costs to be applied. However, now, at the end of the study, these unit costs have significantly rebounded upwards with the recovering economy. The unit costs utilized are based on long-term experiences involving numerous up and down economic cycles. Therefore, AECOM and BART agreed that the most appropriate approach would be to use the historical average information and not current conditions which may be unrepresentative (depressed or inflated in the short-term) when compared to the more stable long-term averages.

84.3 This comment references a slide in a Power Point presentation that was presented at the Policy Working Group on November 6, 2009. The slide is a summary of possible funding sources for the project, and is not included in the Draft Program EIR. "Programmed" funding sources are sources that have committed funds to the BART extension. Currently, ACTIA will provide between \$5 and \$10 million to continue study of the extension, and MTC will provide \$80-\$100 million to preserve right-of-way for the alternative selected as the preferred alternative. "Future" funding sources are those sources that *may* provide funding for the extension, although the amount and timing of the funding is uncertain. As noted in Master Response 8, a full-funding plan would be necessary at the time that a project-level evaluation was completed. The funding agencies would be responsible for ensuring that their funds were not oversubscribed.

Letter 85

December 17, 2009

Mr. Malcolm Quint
BART Planning Department
300 Lakeshore Drive
Oakland, CA 94612

Dear Mr. Quint:

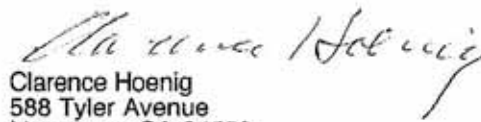
Thank you for the very informative BART-To-Livermore public hearings that have been held in Livermore.

Could you please clarify BART's Draft Program EIR position on future parking requirements at a Downtown Livermore Station? In this regard, please include answers to the following questions:

- | | | |
|----|---|------|
| 1) | Would a Downtown Station after redevelopment build out of 2000 plus new dwelling units substantially meet both BART and MTC requirements for Transit Oriented Development (TOD)? | 85.1 |
| 2) | Does BART's DEIR propose to buy and use Livermore's existing three-level parking garage on Railroad Avenue? | 85.2 |
| 3) | Does BART's DEIR propose to build other parking garages in the downtown area of that size? If so, how many and where might they be located? | 85.3 |
| 4) | Would a Vasco Road/ACE station coupled with Livermore's General PLAN allowance for additional new housing at that location satisfy both BART and MTC requirements for Transit Oriented Development (TOD)? | 85.4 |

Would it be possible to have your written response including these questions sometime before the next BART Pleasanton workshop on January 6, 2010.

Thank you for kind and prompt attention to these issues.


Clarence Hoenig
588 Tyler Avenue
Livermore, CA 94550

Letter 85 Clarence Hoenig

85.1 As shown in Table 5-4 (page 5-15 of the Draft Program EIR), the Downtown Livermore Station area contained 1,841 housing units in 2008. Based on existing land use plans and policies such as the Livermore Downtown Specific Plan, the Downtown Livermore Station area can accommodate up to 5,100 housing units by 2030. However, MTC Resolution #3434 Transit-Oriented Demand (TOD) Policy is based on a corridor-level housing threshold of 3,850 housing units on average per station area (page 5-14, paragraph 3), not on meeting the housing threshold for an individual station. As a result, while a fully built-out Downtown Livermore Station area would satisfy MTC TOD requirements for that station alone, as a whole the alternatives that serve the Downtown Livermore Station would not meet the housing threshold, as low housing potential around other stations included in the alternatives would reduce the corridor-level average to below 3,850 units (see Table 5-4).

As shown in Table 5-3 (page 5-13), all of the alternatives that include the Downtown Livermore Station were found to satisfy the ridership thresholds of the BART System Expansion Policy.

85.2 As described on page 2-20 of the Draft Program EIR, the Downtown Station would contain 2,500 commuter spaces distributed between a combination of surface lots, the existing 375-space parking garage, and additional multi-level parking structures. The Draft Program EIR assumes that the existing 375-space parking garage in Downtown Livermore, owned by the City of Livermore, would be available for BART parking. However, BART does not plan to acquire ownership of the existing parking garage; the City of Livermore would continue to own it. This parking plan applies to all alternatives that have a Downtown Station (Alternatives 1a, 1b, 2a, 2b, 3, and 3a).

85.3 The Draft Program EIR assumes that the additional parking would be provided in Downtown Livermore, but the location of additional parking has not been identified. See the description of proposed parking for Alternative 1a, 1b, and 3a on page 2-20, Alternative 2a on page 2-33, Alternative 3 on page 2-37, and Alternative 2b in Section 1.4 of this document.

85.4 As shown in Table 5-4 (page 5-15 of the Draft Program EIR), the Vasco Road Station area contained 227 housing units in 2008. Based on existing land use plans and policies, the Vasco Road Station area can accommodate up to 956 housing units by 2030. As a result, even a fully built-out Vasco Road Station area would not satisfy the MTC housing threshold for average station area units. Accordingly, neither of the alternatives that serve the Vasco Road Station would meet MTC funding requirements for TOD potential.

As shown in Table 5-3 (page 5-13), all of the alternatives that include the Vasco Road Station satisfy the ridership thresholds of the BART System Expansion Policy.

Letter 86

"The Hornbeck 5 Desktop"
<jill.hornbeck@att.net>
11/19/2009 09:13 AM

To <info@barttolivermore.org>
cc
bcc

Subject Comments on Bart

- 86.1 1. I would like to know what is the percentage of Livermore residents that would like BART to come to Livermore. From my understanding, it is few...I realize we have been paying for it and it sounded like a good idea, but why spend anymore money until we have a vote to have BART or not. I really don't think we have enough CITIZEN support to make any of this to go forward, save the time and money!
- 86.2 2. I would like to see a comparison of crime rates for both cities of Dublin and Pleasanton before BART and after. Those should be published to the Livermore citizens before a vote is proposed. With BART comes crime, as a matter of fact, I remember all to well when the first Dublin/Pleasanton station was up and running. A car was stolen, the driver killed and left on 580 in Dublin and the assailant jumped out and ran to catch the BART and away they went.
- 86.3 3. How about the 580 commuters? Is there a survey of how many are on 580 that would actually use BART in Livermore. I have heard friends say they would love BART to be here so it would free up 580, but they aren't the ones that would leave the traffic, they are expecting everyone else to take BART. Has there been a good study done on how many of the commuters would actually use BART? My understanding is that most of the current commuters on 580 are contractors that need their vehicles, people going to places BART doesn't reach (San Jose, S. Bay, etc.) and locations that BART goes close to but it is still easier to have a car, etc.
- 86.4 4. I am **FIRMLY** against BART to the downtown area and the use of the UPPR track line. We are asking for our town values and home values to decline as a result of them going through our city and neighborhoods, not to mention increased noise, graffiti and overall problems. We already have Union Pacific Trains blaring their horn and in some places not needed (old Hexcel crossing that is fenced and abandoned), trains that sit for more than 24 hours on our tracks unattended and emitting diesel fumes. Our city is not going to be another Hayward/San Leandro corridor. There is nothing pretty or nice about BART in the air or ground through town!

Thank you,

Jill Hornbeck
Living and loving Livermore since 1970

Letter 86 Jill Hornbeck

- 86.1 This comment concerns the merits of proceeding with the program because of concerns about funding and public support. Numerous comments both supporting and opposing the project are included in this volume of comments. Please refer to Master Response 8 for a discussion of how a funding plan would be developed for the program.
- 86.2 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.
- 86.3 Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the ridership forecasts. The ridership model was developed using the information from surveys of Bay Area residents including residents of the Tri-Valley. The survey information was used to develop the expected distribution of trips between the Tri-Valley and the rest of the region including San Joaquin County. This distribution provides an indication of how many of these trips would be candidates for use of the BART systems and how many are bound for destinations beyond the areas served by BART.
- 86.4 This comment concerns the merits of proceeding with an alignment through Downtown Livermore, based on concerns about property values, noise, graffiti, and other unspecified potential problems. A change in property values, in itself, does not constitute an environmental impact for purposes of CEQA. Noise was addressed in the Draft Program EIR in Section 3.10, Noise and Vibration. Please refer to Master Response 5 regarding issues in Downtown Livermore, including noise and property displacements. BART is powered by electricity and does not produce diesel emissions. Please refer to Master Response 6 regarding safety and security around BART stations and in Downtown Livermore.

Letter 87

1450 Windsor Way
Livermore, Cal 94550
[925] 443-3433
Dec 29, 2009

- 87.1 Dear Sir I am a resident of Livermore for over 37 years. I did attend the second Bart meeting in Livermore. I felt the meeting was in way rigged by monitors in each table taking suggestion from those attending. The power was leaning to one way. It was to build Bart to downtown Livermore. It will to be a business financial venture for some one. I do believe the first meeting was the true picture of what the people really want. That Bart to be build along 580 corridor and not downtown.
- 87.2 There is no city in Alameda or Contra County that has Bart in their downtown except Oakland and San Francisco.
- 87.3 The cost to build downtown Livermore will be very expense. Homes and business will be removed for Bart right of way. A trench will have to be dug for Bart tracks. New parking lot in the downtown that will be clog. Who will this Bart station really help except some people who will ride Bart, and that business in the downtown Livermore? The car traffic is on 580 freeways.
- 87.4 My suggestion is to build a station on El Charro where there is going to be Livermore 60 stores and Outlet. It is near Isabel highway 84 and traffic. At this time there seem to be land that can be used for a station. It will be near the future Stonebridge road leading from Pleasanton into Isabel. This station is on the freeway and will be used by Livermore, and Pleasanton and freeway traffic.
- The other station can be built on Vasco or Greenville as needed. It is best way and less expensive for all.
- I thank you for your consideration to alleviated traffic on 580 and at same time have Bart service for the people in Livermore and Pleasanton.

Sincerely yours



S V Huerta.

Letter 87 S. V. Huerta

87.1 The commentor appears to be referring to a series of community meetings that were held by the City of Livermore to discuss the potential BART extension alignments and station sites. These meetings were sponsored and staffed by the City and held independently of BART. BART held three public hearings to accept comments on the Draft Program EIR: November 18, 2009, December 2, 2009, and January 6, 2010. The transcripts of those meetings are presented in Section 5 of this document.

87.2 There are a number of locations on the BART system besides San Francisco and Oakland where BART serves a downtown directly, or is adjacent to the downtown in approximately the same relationship as the proposed Downtown Livermore Station is to Downtown Livermore. These locations include Berkeley, Hayward, Orinda, Lafayette, Walnut Creek, and Concord. For new extensions, BART is now guided by BART's System Expansion Policy (SEP), which looks at a series of criteria for extensions, including residential and employment density, land use policies, opportunities for ridership development through transit oriented development. Downtown sites offer more opportunities for meeting these criteria.

87.3 A downtown station would provide more opportunities for more intense land use and transit-oriented development in Downtown Livermore. Such development is generally expected to reduce reliance on automobile use and provide additional amenities for the community. Please refer also to Master Response 5 regarding issues in Downtown Livermore, including property displacements. Construction impacts were identified in the Draft Program EIR in Section 3.16, Construction Impacts. Traffic impacts were identified in the Draft Program EIR in Section 3.2, Transportation.

The issue of selecting an alignment alternative through Downtown Livermore is ultimately a question of merit. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

87.4 This comment concerns a suggestion for a new alternative for a station location on El Charro Road near I-580, a location that was not studied in the EIR. With an existing BART station at Dublin/Pleasanton east of Dougherty Road, a second station at El Charro Road was deemed to be too close to the existing station and not far enough east to take full advantage of ridership from Livermore. The proposed Isabel/I-580 Station is much better positioned to capture Livermore riders (an important project objective), and a location along Isabel Avenue (SR 84) with a connection to Portola Avenue provides better access to Livermore's population centers. Please refer also to Master Response 3, regarding issues with the alignment alternatives using the El Charro/Chain of Lakes routing.

Letter 88



Roxanne Huguet
<roxannehuguet@yahoo.com>

11/22/2009 01:59 AM

To info@bartolivermore.org

cc

bcc

Subject When is Livermore going to have a BART station if all goes according to plan?

Dear BART,

88.1

As a home owner of two homes in Livermore it is very refreshing that you are talking about finally having a line out to Livermore. Please tell me when we can expect a line to Livermore. Will it be in the next 5 years? 10 years or will we need to wait 30? As a BART tax payer since the 70's I can't believe you are actually going to extend it there since we had to wait for a second Pleasanton station first (not sure why) the SFO airport, I understood that one even though they did not pay for it. I vote for it to go to Vasco Road and wish it would go to the North side where then it could continue to Brentwood. That is my proposed vote even though it looks like you want it to go to South Vasco and then on to Greenville East. There is a lot of land that is vacant near South Vasco off the freeway. Not sure if that is available. Can't wait until you come to Livermore where the traffic is horrible and we have been paying and waiting over three decades for you to come. Please tell me when we can expect you to break ground if all goes according to plan ie working with Livermore and Pleasanton to get this going.

Thanks again for finally remembering Livermore!

Roxanne Huguet

Letter 88 Roxanne Huguet

88.1 This comment concerns the schedule for constructing the BART extension to Livermore, the amount of time Livermore residents have been waiting for a BART extension, and the merits of routing alternatives in the vicinity of Vasco Road. A schedule for construction has not yet been developed. The proposed extension is currently in the program-level stage of the environmental process, which is intended to select a preferred alignment for purposes of allowing right-of-way preservation to commence. The next step would be the project-level environmental process, which will examine benefits and impacts in more detail. It is in this future phase that a funding plan would be developed, and which would determine the schedule for implementation. Please refer to Master Response 8 for further information on the original BART system, extension plans, and developing a funding plan.

The comment also suggests a station at Vasco Road with BART extending on Vasco Road to Brentwood. A station at Vasco Road would duplicate service provided either at the Isabel/I-580 Station or a terminus station at Greenville and was not considered in the Draft Program EIR. BART is not considering an extension from Livermore to Brentwood, but BART is currently extending service from Pittsburg/Bay Point to Antioch along State Route 4 with its eBART project. Brentwood has been considered for BART service via a future eBART extension along State Route 4.

Letter 89



Carolyn Hunt
 <carolynhunt@alum.pomona.edu>
 11/23/2009 08:20 AM

To <info@bartolivermore.org>
 cc
 bcc
 Subject Draft environmental impact report

- I have two concerns about the proposed BART station in downtown Livermore:
- (1) Parking
- 89.1 How much additional parking will be provided for a new station? The additional parking proposed for the new Regional Theater seems inadequate, and indeed the presenter at a meeting I attended said that street parking was included in the calculations. (Street parking downtown during the day is not so easy to find even now.) I realize that daytime BART use and evening theater use are different, but there will be some overlap.
- 89.2 Where will this parking be? Will it take up space being considered for Transit Oriented Development?
- (2) Congestion
- 89.3 It is already harder to get through downtown than it used to be. Infill housing and the redevelopment of First Street, both of which are good things, are to blame for that. I anticipate that BART riders arriving and leaving can only make congestion worse and make it harder for customers to get to downtown businesses. I have to drive through downtown to get to or from the freeway (or else go a long way around), so increased congestion will impact me, even though downtown is not my destination.
- Bus?
- 89.4 Both of these problems can be alleviated by a significant increase in density and frequency of local bus service, but I don't see that happening without a financial subsidy from somewhere. I live about a mile from either of two bus stops. I rarely use the bus because of the time it takes to walk to and from the stop and because of the bus's poky progress. (For example, it takes more than an hour to get to the Pleasanton/Dublin BART station by bus, and I can drive it in 20 minutes, even going through downtown.) Livermore's outlying neighborhoods are as sparsely served as mine is.
- Carolyn Hunt <carolynhunt@alum.pomona.edu>
 3962 Fordham Way, Livermore CA 9450

Letter 89 Carolyn Hunt

- 89.1 The Downtown Livermore Station is proposed to have 2,500 parking spaces. Please refer to Master Response 5 for more information about the location of the station and station parking. Typically parking at BART stations is lightly used in the evenings and on weekends, so it is reasonable to assume the patrons of the Regional Theatre could park in the BART parking facilities and walk to the theatre to attend evening and weekend events.
- 89.2 The purpose and scope of the Draft Program EIR was to provide a basis for the comparison of alternatives for a BART extension to Livermore. As a result the conceptual design and layout of the potential new BART stations was not developed and the specific locations of the parking facilities have not been determined. However, BART intends to work closely with the City of Livermore to make sure that the design of the station and station parking supports opportunities for transit-oriented development, as that is one of the objectives of the BART extension project.
- 89.3 Please refer to Master Response 5 of this document, regarding traffic and parking in Downtown Livermore. Also please refer to Tables 3.2-27 to 3.2-30 starting on page 3.2-88 of the Draft Program EIR, which provide a summary of the traffic impact analysis. Intersections 8 (First Street/Livermore Avenue) and 9 (First Street/Scott Street) in the tables are located in the downtown area. A downtown BART station will create increases in traffic on downtown streets, but the analysis did not indicate any significant impacts.
- 89.4 A BART extension to Livermore would include rerouting some of the local bus lines to serve the BART station. LAVTA's plans for future changes to local bus services are identified in the Draft Program EIR on page 3.2-41.

Letter 90

BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Genavva Jones Organization/Business: Contractor Market
Address: 1661 rail road ave "A" City: Livermore State: CA Zip: 94550
Phone: (925) 339-2461 Email: gensth@gmail.com

COMMENTS / QUESTIONS:

90.1 How long do you planned closed the downtown for construction propose?

90.2 Our opinion, Livermore needs just one Best-Station, and the best place is greenville. You have more space and don't obstruct business in Livermore.

90.3 Do you planned change or make changes with a Livermore's map in downtown?

Thank you for your effort in improvement our City.



Letter 90 Genoveva Jones

- 90.1 Construction impacts, including duration of construction, are addressed in Section 3.16, Construction Impacts, of the Draft Program EIR, and overall project duration is shown in Table 3.16-1 on page 3.16-5. A construction phasing plan will be developed as part of the project-level EIR, and at that time more detailed schedules will be developed for each construction phase and location, including downtown. BART must develop construction phasing and traffic mitigation plans for various modes as part of the project-level EIR, as described on pages 3.16-3 to 3.16-5. BART does not expect that a substantial portion of the downtown area would need to be closed for construction. It is likely that construction would be phased such that access to locations downtown can be maintained throughout the construction period, though alternate travel routes may need to be used for specific periods for some locations.
- 90.2 This comment concerns the merits of building the extension with one station only at Greenville and the obstruction of businesses in Livermore. Land use compatibility of the various BART alternatives with existing land uses is discussed beginning on page 3.3-35 of the Draft Program EIR. Construction impacts, including potential traffic impacts (page 3.16-11), are discussed in Section 3.16 of the Draft Program EIR.
- 90.3 Potential land use changes discussed by BART relate to increased transit-oriented development around station sites. However, any zoning map changes necessary to accommodate land use changes to Downtown Livermore remain under the jurisdiction of the City of Livermore.

Letter 91



0
12/26/2009 04:47 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Saturday, December 26, 2009 at 17:47:13

First_Name: William
Last_Name: Junk
Email: wnj12230@comcast.net

91.1

91.2

Message: The only intelligent route choice for the Livermore extension is the I-580 median to the Greenville area. There is plenty of space for parking and it will be convenient for drivers from the central valley. It will be the least expensive route to build and will serve more BART riders. Has anyone taken a survey to see how many BART riders live in the downtown Livermore area? How many riders would walk to or from a downtown station at night or in the winter? Where would they park if they drove to the station? We have several ACE Trains, and lots of freight trains every day, plus the possibility of a high speed train in the future - we don't need any more trains in our residential areas.
Bill

verifytext: 4951
Submit: Submit

REMOTE_ADDR: 24.5.209.78
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; (R1 1.5); .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.1; OfficeLiveConnector.1.4; OfficeLivePatch.1.3)

Letter 91 William Junk

- 91.1 As described in Master Response 2 and the Draft Program EIR, the traffic analysis takes into consideration accessibility and availability of parking at the stations to determine ridership. The estimated costs for each extension alternative are provided in Section 2, Alternatives, and Appendix B of the Draft Program EIR. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 91.2 Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the ridership forecasts. The Downtown Livermore Station is proposed to have 2,500 parking spaces. Please refer to Master Response 5 for more information about the location of the station and station parking. Table 3.2-22 on page 3.2-57 and 58 of the Draft Program EIR indicates the percentage of the estimated ridership that would walk to the BART stations. For the Downtown Livermore Station the percentage ranges from four to seven percent depending on which alternative alignment is considered. Typically the number of persons walking will vary throughout the year as it is influenced by the weather conditions and the hours of daylight. As noted by the commentor, the area already includes train activity along the UPRR corridor and could include future HSR trains. BART trains would contribute to noise and vibration impacts in these areas if a UPRR alignment is selected. These impacts are addressed in the Draft Program EIR in Section 3.10, Noise and Vibration.

Letter 92



0
12/28/2009 10:11 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, December 28, 2009 at 23:11:50

First_Name: James
Last_Name: Kelly
Email: mr.Jameskelly@comcast.net

92.1

Message: Greenville Station will cause a hugh traffic Jam on 580 west bound
the ace train causes back up of traffic on greenville exit. entering
Livermore. all the traffic getting off and going under the freeway
putting a station on the north side of the freeway instead of the south
side
it has more space for parking , easier to get to for commuters
to access ,easier to build a longer and wider freeway off ramp
for less impact on the freeway

Submit: Submit

REMOTE ADDR: 24.23.234.238
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0;
Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR
3.5.30729; .NET CLR 3.0.30618)

Letter 92 James Kelly

- 92.1 The potential for a station near Greenville Road located north of the freeway was considered during the EIR process. This was part of the alternative alignment named Greenville West, which involved a BART station on the lands north of I-580 and west of Greenville Road that are currently owned by BART (see page 2-62 of the Draft Program EIR). This option was rejected because a station in this location would not provide for a connection to ACE. Also please refer to Tables 3.2-27 to 3.2-30 starting on page 3.2-88 of the Draft Program EIR, which provide a summary of the traffic impact analysis. Alternative 1 would cause significant traffic impacts at the intersections of Greenville Road with the I-580 ramps. Mitigation for these impacts has been proposed (see Mitigation Measures TR-4.9 and TR-4.10 on page 3.2-130) in the form of adding and modifying traffic lanes at these intersections.

Letter 93



0
01/03/2010 10:53 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, January 3, 2010 at 11:53:34

First_Name: Paul
Last_Name: Kendall
Email: kendall.p@comcast.net

- 93.1 Message: I am 100% AGAINST this expansion of BART! Livermore is still a small quaint town with only around 83,000 people. Livermore has recently spent a significant amount of money to refurbish the downtown area. Brining BART in this area will only invite more "unwanted characters" to this area. Just look at some neighboring cities for examples. Pleasanton has seen some unpleasantness by not much because there is only one stop on the freeway. Who was the brain-trust behind bring 5 stops to such a small city?
 - 93.2 Who is paying for this? I have no doubt I will via additional taxes! Do these businesses actually think they will benefit? The sort of people to arrive on BART do not have the kind of resources these businesses are looking for.
 - 93.3 Who has done the necessary cost/benefit analysis? What is the expected ROI for this venture? The city council must be prepared to share this information with the citizens it is going to effect the most!
- Submit: Submit

REMOTE_ADDR: 76.103.233.245
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

Letter 93 Paul Kendall

- 93.1 Although the Draft Program EIR evaluated five station locations for the various alternatives, at most only two of the stations are proposed to be built. Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.
- 93.2 This comment concerns how the extension would be funded. Please refer to Master Response 8 for further information on funding.
- 93.3 This comment asks if a cost-benefit analysis has been performed for the project and inquires about the potential return-on-investment. Cost-benefit analysis and return-on-investment are not CEQA issues. Cost-benefit is a component of BART's System Expansion Policy (SEP) however, and BART staff have performed a preliminary ranking of the alternatives based on cost per new rider as part of the recommendation to the BART Board on selecting a preferred alternative. This information can be found in the document "Preliminary Alternative Ranking Memorandum, BART to Livermore Extension," which will be presented to the BART Board as part of the Board's consideration of the project. In addition, if the BART Board elects to proceed with the program and the extension is included in the FTA's New Starts Program, cost-effectiveness is one criterion for advancement in that program.

Letter 94



0
01/19/2010 08:29 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 09:29:04

First_Name: Bradley
Last_Name: Kurtzer
Email: kurtzerracing@aol.com

94.1

Message: I own a bussiness and property on the corner of Junction ave and Old First street that backs up to the railroad tracks. If the chosen route of BART utalizes the RR tracks behind my property, how will this impact my bussiness and property? Will BART eminate domain my property? Will my bussinees be relocated and if so when, how , etc.

Submit: Submit

REMOTE_ADDR: 207.200.116.135
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.1; AOLBuild 4334.5010; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322)

Letter 94 Bradley Kurtzer

- 94.1 This comment concerns property displacement and potential use of eminent domain. BART does need to acquire property for right-of-way and stations for any extension program, and this is typically done through appraisal and negotiation. The need to acquire parcels was identified on pages 3.4-15 through 3.4-23 of the Draft Program EIR, and the preliminary list of parcels identified for acquisition was included in Appendix C. This list could change, based on engineering refinements in the project-level design phase of the program. Any acquisitions would be made consistent with an acquisition and relocation program that meets the requirements of state relocation law (see Mitigation Measure PH-2.1, page 3.4-23). Such a program includes fair market compensation for acquired properties, as well as relocation assistance.

Letter 95



0
01/23/2010 07:21 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Saturday, January 23, 2010 at 20:21:53

First_Name: vamsee
Last_Name: lakamsani
Email: vamsee@livermorebart.org

95.1

Message: With the Vasco station option, is it possible to use the BART land near Greenville for the yard? This leaves more space available near Vasco for TOD.

verifytext: ZFYH

Submit: Submit

REMOTE ADDR: 99.64.35.129
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7 GTB6 (.NET CLR 3.5.30729)

Letter 95 Vamsee Lakamsani

- 95.1 It would be theoretically possible to have a station at Vasco and use a yard site at Greenville, though none of the alternatives studied had this configuration. Due to the distance between the yard and the first station, this configuration requires more movement of empty, non-revenue generating trains (known as deadheading) than other alternatives. This would lead to higher operating costs. More importantly, during the public comment period, several resource agencies identified biological resource issues at the Greenville Yard site that may make a rail yard at Greenville infeasible. Please refer to Master Response 7 of this document, regarding biological resource issues at the Greenville Yard site.

Letter 96



"Freddy W. Lewis"
<flewis@calpoly.edu>
12/16/2009 01:27 AM

To info@barttolivermore.org
cc
bcc
Subject public comment

- 96.1 I think alternative 2A is by far the best option. The city of Livermore is in the midst of a downtown revitalization which provides great opportunities for a downtown BART station. Transit oriented development is already in the works there, and would only increase with the BART station. The second station on Vasco Rd should obviously connect with the existing ACE train so commuters from the central valley could have access to BART. This connection to ACE is crucial and will undoubtedly boost ridership for BART. To not make this connection and build a BART station somewhere else would be a waste of money.
- 96.2 The rail infrastructure is already in place so why not connect BART to it?
- 96.3 I was also curious what the timeline is until the start of construction once a preferred alignment is decided (date?). This project has been talked about for over 20 years and the citizens of Livermore have been paying taxes for it ever since. I don't really understand what held this project up. From the funding section of the program EIR it seems like the budget for this project is figured out so why did it take over 20 years to get to the program EIR stage?

Freddy Lewis
City & Regional Planning
Cal Poly San Luis Obispo
Class of 2009

Letter 96 Freddy Lewis

- 96.1 This comment concerns the merits of Alternative 2a. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 96.2 All alternatives except Alternative 4 have a transfer station with ACE. Please refer to Table 3.2-22 in the Draft Program EIR, on pages 3.2-57 and 3.2-58, which shows the anticipated transfer levels to and from ACE for all of the alternatives.
- 96.3 The proposed extension is currently in the program-level stage of the environmental process, which is intended to select a preferred alignment for purposes of allowing right-of-way preservation to commence. The BART Board is expected to select a preferred alternative in the summer of 2010. When funding becomes available, the next step would be the project-level environmental process, which would examine the selected alternative in greater detail. The schedule for the project-level environmental review and any subsequent work on final design and construction has not yet been determined. A funding plan would be required as part of the project-level environmental process, and the availability of funding would largely determine the schedule for construction. Please refer to Master Response 8 for further information on developing a funding plan. Please also refer to Master Response 8 for information on the amount of time Livermore residents have been waiting for a BART extension. With regard to the question of the amount of time it has taken to get to the program-level environmental review process, this process could not proceed until the preceding multi-modal I-580 corridor study was completed. That study was completed in October 2004, and this program-level review began in early 2008, once funding was secured for the environmental process.

Letter 97



0
12/26/2009 11:15 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, December 27, 2009 at 00:15:20

First_Name: sandy
Last_Name: li
Email: sandy_h_li@yahoo.com

97.1 Message: when would livermore bart station be transporting?
 Submit: Submit

REMOTE_ADDR: 75.36.228.71
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 6.0; GTB6;
SLCC1; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30618)

Letter 97 Sandy Li

97.1 A schedule for construction and start of service of the BART extension has not been set.
Please see Response 96.3.

Letter 98



0
01/20/2010 11:13 AM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 12:13:25

First_Name: carolyn

Last_Name: lord

Email: cmlord@lordanglin.com

Message: Dear Bart,

I am an occasional Bart rider.

I drove into Oakland by car 2004-08. I had 1-4 children I was taking to school and back, either near the Rockridge or the 22nd and Broadway stations. Bart would have been slower, several transfers, and more expensive. Only when my son was in 7th grade did he start to occasionally take Bart home.

I do take Bart to the Oakland Airport; would love the new connector! Also, I take Bart into San Francisco when the destination is within walking distance.

98.1 I'll make my comments bullet-style

■ Bart has owned land in Livermore for how many years?

98.2 ■ City of Livermore made land-use planning decisions ignoring Bart sites

■ Now City of Livermore is using Transit Oriented Development (TOD) lingo to force Bart's hand to put it downtown

■ City put their civic improvements, library, city hall, rec center, in scattered locations, confounding urban planning norms, NONE are downtown, all require car use

98.3 ■ Land near Bart was not zoned by the city to take advantage of station sites

98.4 ■ Why is the Isabel/580 interchange being built without a thought or care for a Bart Station? Reconfiguring is going to cost \$\$\$

98.5 ■ City voted on Urban Growth Boundary within the last 10 years, placing preexisting Bart sites at the edges, rather than have the boundary allow for development around Bart. Sensible urban planners have known about TOD for decades, so the City shouldn't act 'surprised'

98.6 ■ Current city mayor once said that he didn't want Bart because it'd be "growth inducing", and supported decisions that turned Livermore away from the 580 freeway and Bart development sites.

98.7 ■ Bart should stay at Isabel and Greenville as you've been for decades, Voters can move the Livermore UGB, if they want Bart

Letter 98 Carolyn Lord

98.1 BART purchased the Isabel/I-580 Station site in August 1988. BART purchased the Greenville Yard site in several transactions between October 1989 and January 1990.

98.2 The City of Livermore has made numerous policy decisions concerning land use around BART-owned property. The Draft Program EIR, Section 3.3, Land Use, describes the City of Livermore General Plan policies that reflect these efforts, including Policy LU-3.1.P1, which calls for the preparation of a Specific Plan for Greenville BART transit-oriented development (TOD; page 3.3-23). In addition, General Plan Actions 3 and 5 of Objective CIR-3.1 advocate the extension of BART to Greenville Road and the preservation of necessary I-580 right-of-way (page 3.3-25). As shown in Figure 3.3-4 (page 3.3-21), the City has designated a swath of land, north of I-580 between Vasco Road and Greenville Road, as Community Facilities-BART, which allocates the area for BART-related uses. Finally, the City's Greenville BART Transit-Oriented Development Transitional Area (see Figure 3.3-4, page 3.3-21) was established to provide for a mix of land uses appropriate to the area around a transit station (page 3.3-28, paragraph 3).

System requirements related to TOD are the result of BART and MTC regional policies regarding ridership and housing density necessary to justify expansion of transit service, not City of Livermore land use decisions or policy. As described and assessed in Section 5.4, Regional Transit-Oriented Development Policy (pages 5-11 to 5-19), the BART System Expansion Policy and MTC Resolution #3434 require transit extension projects to satisfy minimal ridership and housing unit thresholds in order verify TOD potential and receive project funding.

98.3 As outlined in Response 98.2, the City of Livermore adopted numerous land use policies to maximize use of BART-owned land in the City.

98.4 The rebuilding of the I-580/Isabel interchange is being coordinated with a potential future BART station at I-580/Isabel. Coordination of the two projects was identified in the Draft Program EIR on Figure 2-3 on page 2-12. This figure illustrates the new interchange footprint and the proposed BART station location. The project to rebuild the interchange is being jointly managed by the City of Livermore and Caltrans, and all new interchanges along this section of I-580 have to conform to the footprint of the future I-580 managed lane project and the potential BART right-of-way in the freeway median. All major structural and civil works conform to the potential BART right-of-way in the freeway median, though minor changes may be needed to ancillary elements of the interchange. Additional details would be developed during preliminary design and engineering in the project-level EIR/EIS phase of the program.

- 98.5 The East County Area Urban Growth Boundary is recognized in the Draft Program EIR, and its effect on the proposed alignment alternatives is analyzed in Section 3.3, Land Use, beginning on page 3.3-19. See also Section 4.4, Growth-Inducing Impacts.
- 98.6 Please refer to Section 4.4, Growth-Inducing Impacts in the Draft Program EIR.
- 98.7 This comment concerns the merits of the alternative station locations at Isabel/I-580 and Greenville. The need for a vote to relocate the Urban Growth Boundary in order to accommodate transit-oriented development surrounding those stations is discussed in the Draft Program EIR on page 4-5. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 99



Randy Masker
<maskerfamily@yahoo.com>
12/07/2009 08:32 PM

To info@bartolivermore.org
cc
bcc
Subject Livemore Bart

Pardon me, but is Bart to Livermore really going to happen?



99.1

Thank you!!!

Letter 99 Randy Masker

- 99.1 The BART Board is expected to select a preferred alternative for the BART to Livermore Extension Program this summer. This would allow BART to begin protective right-of-way acquisition. In terms of overall schedule for project construction and operation, please see Response 96.3.

Letter 100



0
12/02/2009 09:00 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, December 2, 2009 at 22:00:38

First_Name: jeff
Last_Name: mcauliff
Email: jeffnsr@sbcglobal.net

100.1

Message: Bart needs to stay the course that was always planed.stay on the middle of 580!! you already have the land,by moving it thru town it will more then triple the cost and add 10 years from lawsuits and buying up land.also bart needs to keep the same style cars that have been in use since day one.the new style cars will cost more as you dont have the maintence set up for that yet!!It would cost more for the new tools and other equipment tp repair.having bart in the middle of the freeway has worked for 30 years so far so dont redo the wheel!!with the money that would be saved bart could get closer to tracy faster like put a station at mountain house.
best
jeff mcauliff

verifytext: unwi
Submit: Submit

REMOTE_ADDR: 71.131.17.75
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1)

Letter 100 Jeff McAuliff

- 100.1 This comment concerns the merits of choosing an alternative that is in the I-580 freeway median. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative. Regarding the comment that BART should keep its existing cars, BART is now in the process of designing and procuring new cars. (See page 3.2-61 of the Draft Program EIR.) The new cars will be needed to replace the existing vehicle fleet, many of which were manufactured in 1972, as well as provide cars to serve planned extensions, such as Warm Springs. Regarding the commentor's suggestion that BART be extended toward Tracy to Mountain House, see Response 83.8.

Letter 101



0
01/19/2010 03:28 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 16:28:09

First_Name: Daniel
Last_Name: McInerney
Email: damnmac@comcast.net

101.1 Message: Dear BART Board:
As a person residing near Portola, I am very concerned about potential vibration that would result from the proposed underground Portola line. Your Draft Program EIR states that even after mitigation measures, there is an assumed "cumulatively considerable the impact would remain potentially significant and unavoidable." Additionally the DPEIR indicates that the largest number of residents impacted would be via the Portola line, including two schools! With trains running every 15 minutes, this would make life miserable for anyone living, working, or trying to get an education in the area around Portola.

101.2 I would like to join my friends, family and neighbors in asking you to eliminate the Portola line from your list of options. BART's number one priority should be to get cars off the freeways as quickly as possible and that is done most economically by implementing the 580 stations at Isabel and Greenville. According to predictions, this line would also have the largest ridership, increasing income for BART.
This seems logical and fiscally responsible.

Submit: Submit

REMOTE ADDR: 129.115.27.11
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; InfoPath.2; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

Letter 101 Daniel McInerney

- 101.1 As discussed on pages 3.10-68 and 3.10-69 of the Draft Program EIR, vibration from the alignment under Portola Avenue may significantly impact receptors within 125 feet using conservative assumptions regarding soil characteristics. Mitigation Measure NO-6.1 would require a site-specific detailed vibration study to verify if impacts are significant, and if so, specify practices to reduce the vibration levels. However, sufficient information is not available under this program-level analysis to conclude with certainty that this mitigation would reduce impacts to less-than-significant levels. Therefore, the impact is considered potentially significant and unavoidable. As the commentor noted, there are two schools near Portola Avenue (Junction Avenue Middle School and Portola Avenue Elementary School). However, the nearest buildings on the school property where students would be studying are located more than 125 feet from the proposed alignment. As such, vibration at these buildings is predicted to be less-than-significant.
- 101.2 The commentor supports a freeway alignment and eliminating the Portola alternatives. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 102



Roy Nakadegawa
 <rnakadegawa@myfastmail.com>
 m>
 01/21/2010 04:13 PM

To info@barttolivermore.org
 cc
 bcc

Subject Comments on Livermore BART Extension EIR

History: This message has been forwarded

Comments on Livermore EIS BART Extension 1 21 2010

General Comments :

Obama Administration is working on its own six year Transportation Bill that will include more than just traffic relief and parking. It appears it will include a broader set of six performance criteria:
 * Economic development * Mobility improvements * Environmental benefits
 * Operating efficiencies * Cost effectiveness * Land use

Of which much of many of my comments includes.

102.1

Overall comment is that the EIR is predominately oriented to a short term with conventional views on current access via autos and concerns on auto congestion. It does not view future development in terms of Station Area Development and multi-use development in keeping with Smart Growth and TODs. It does mention MTC requirement of dwelling units around heavy rail but does not project what is required to meet this requirement. Also local transit can provide alternative access to stations but again there is little consideration of this or any possible funding for of this alternative.

102.2

Basically the short term considerations only includes access with cars and does not consider the full long term of land development, economy, other mobility improvements, or really looks into cost-effectiveness but the EIR only mentions land use and mobility improvements in passing. The EIR considers extensive area for parking but little on land development with TODs other than mentioning MTC's housing density criteria for heavy rail . And BART has a poor unwritten policy where one needs to replace each parking space when developing on BART property.

102.3

Why is there a need for structured parking where surface parking on most stations have adequate space for surface parking? Once Structured parking is provided, it will exist almost in perpetuity due to its expensive cost and permanence. What are its life-cycle costs and the chance of being rebuilt or removed? Are we going to still promote auto access in perpetuity when we know US on a per capita generates the most GHG in the world and transportation in our area accounts for half of the GHG emission? In addition, since Structured parking is invariably built right next to the station entrance, it will remain in operation even when a future TOD is built, but a good TOD should be pedestrian oriented. And I believe BART still has an unwritten policy, where any developer is required to replace each parking space on a 1:1 basis, which makes any TOD still be car-oriented. If any parking including structured parking is to be built they should be a block or two back from the entrance to the station to allow future multi-use development in this prime location as I have observed TODs in Sweden and Japan. This makes for a nice comfortable pedestrian oriented TOD.

102.4

And lastly; There was a recent article on Bay Region Transit cost - The

102.4
cont. ↑ Fix? Culture shifting gears, Mike Rosenberg, bayareanewsgroup.: 01/13/2010
"Bay Area transit agencies are spending \$3.58 per passenger mile, far more than comparable public transportation providers in Los Angeles (\$1.87), Philadelphia (\$1.88), New York City (\$1.68), Chicago (\$1.97) and Boston (\$2.38), according to the Transit Sustainability Project. Bay Area transit could save \$94 million annually by adopting administrative costs on par with Los Angeles' transit system, project consultants say."
[I maintain that we have been extending a costly Metro to provide intercity service is one of the reason Bay Area transit is so expensive r.n.]

Specific Comments

Page 2-13 The Isabel/I-580 Station Parking. It would contain 4,100 commuter parking spaces distributed between a combination of surface lots and parking garages. Multi-level parking structures would occupy both the southerly and northerly portions of the station area. These new parking structures would include between four and six levels of parking, with a maximum structure height of approximately 45 feet above surrounding ground elevations. Bicycle racks and storage lockers would also be provided.

102.5 ■ R.N. Why does it specifically mentioned 4100 COMMUTER Parking? Is this a metro extension specific for commuters? And why is there a need for structured parking where 4100 surface parking will take up around 31 Acres of the 51 Acre parcel? Also see the general comment on parking as further concern.

Page 2-20 Down Town Livermore Station Parking. The station would contain 2,500 commuter parking spaces distributed between a combination of surface lots, an existing 375-space parking garage, and additional multi-level parking structures. New parking structures would include between four and six levels of parking, with a maximum structure height of approximately 45 feet above surrounding ground elevations and would be on both the north and south sides of the station site. Bicycle racks and storage lockers would also be provided.

102.6 ■ R.N. If this Station is to be located next to the city center, there should not be so much parking, in lieu LAVTA could be provided funds that will be used to build structured parking and provide local peak periods service.. There is no mentioned of this type of funding, which will help reduce the impact of GHG emission. Some of the t provided to build structured parking should be allocated to LAVTA to provide peak period shuttle service when most of the access is needed. Parking charges should be comparable to the LAVTA shuttle service fares.

Page 3.2-31 -The estimates of ridership assume that adequate parking will be provided at each of the stations. If parking supply at one or more of the stations was constrained to levels below that indicated by the forecasts, a reduction in ridership and/or a reallocation of ridership to other stations could occur. The ridership estimates are based on land use assumptions which are consistent with the land use policies of the cities and the County in the study corridor.

102.7 ■ R N -So the forecasts did not consider the potential additional development that would occur around the stations resulting from new land use policies that take advantage of proximity to the station and increasing accessibility.

- 102.8 Since the EIR primarily assumed adequate parking is provided and not consider improving trails for bicyclist an pedestrians, increasing local transit service or requiring to abide by MTC criteria of dwelling units for heavy rail stations, the EIR is deficient regarding the provision of these aspects. .
- 102.9 RN - It appears access considerations were primarily and overly determined on cars and traffic congestion, which we have continually done over the decades. As current development takes place without consideration for sustainable development traffic will increase and parking demand will increase. Was parking management included in the assessment for the number of parking spaces? If so what was assumed as the charge?
- 102.10 And for the improvements to trails primarily for bicyclists, bike lanes, additional local transit service, added dwelling units per MTC's heavy rail requirements and TODs included in the considerations for access in lieu of auto parking? If the above were considered the number of parking would be reduced and would be more in keeping towards sustainable development.

Section 5.3 ATTAINMENT OF BART TO LIVERMORE EXPANSION PROGRAM OBJECTIVES
Given the transportation characteristics and future travel demand in east Alameda County in general and in the BART to Livermore study area in particular, the following objectives have been identified by BART for extension of transit service to Livermore:

- Increase BART ridership.
- Provide congestion relief along the I-580 corridor through the Tri-Valley area.
- Provide convenient intermodal connections between BART, the Altamont Commuter Express, and the Livermore Amador Valley Transit Authority.
- Support local efforts, initiatives, and policies to promote transit-oriented development.
- Enhance economic benefits, contributing to local investment and development opportunities.
- Conform with the BART System Expansion Policy and with the Metropolitan Transportation Commission's Resolution #3434 - Transit-Oriented Development Policy for Regional Transit Extension Projects.
- Protect and enhance the environment.
- Improve transit mobility between the Silicon Valley, the Tri-Valley area, the East Bay Area, and San Francisco in support of efforts to reduce greenhouse gas emissions, consistent with Senate Bill (SB) 375.

- 102.11 RN - on providing a cost effective transit system, recognizing budget constraints and available funding.
Is building a Metro system by including the building 2,500 to 6,600 parking spaces at stations, which operates 15 minute headway most of the day serving a sprawled outlying community with few areas with any density going to be a cost-effective system? CalTrain serving a more dense corridor operates a commuter rail and does not operate every 15 minutes for most of the day.

- Referring to and exerting some points in - Bus Rapid Transit in Australasia: Performance, Lessons Learned, and Futures, by Professor Graham Currie, Monash University
<http://www.nctr.usf.edu/jpt/pdf/JPT%209-3S%20Currie.pdf>
- 102.12 Why wasn't a regional multi-agency BRT like Brisbane considered as an Alternative? It would cost no more than \$300 million (rough guess). And at \$300 million, it would be 1/10,000,000 of a \$3 Billion project.
Brisbane BRT presently provides a daily ridership of 93,000 with a peak

102.12
cont.

hour ridership of 15,000 both of which is far more than of any estimates in the EIR.
 A BRT operating along I-580 as the trunk line BRT operating similar to the BRT in Brisbane, Australia would cost a small fraction of a BART system and provides just as good service with more convenience than BART. Because the buses will pick up riders in their local neighborhood in the outlying area saving them from driving their cars to access stations. This would lessen the use of their cars and reduce GHG emission. 39% of Brisbane riders board the buses off-station, which then requires 61% of the projected parking mentioned in the EIR. Brisbane has other minor bus lines that serve the neighborhood and when they get to the busway it requires riders to transfer to other major line buses that will enter the busway and since there are several major bus lines that will access the busway, the wait time for transferring will be quite short. By reducing the number of parking space reduces the R/W needed and construction cost as well as its ongoing maintenance/operational costs. Another aspect of the Brisbane BRT is that its busway is used by several bus agencies and as for Livermore BART Extension (LBE), BART's buses as well as LAVTA buses, and other bus agencies listed can use the busway and access the BART's existing Dublin/Pleasanton Station.
 Bus operation is more quiet and will not produce the problem of noise as heavy rail, which many residents are complaining about. Initially, the buses can use the future planned HOV and if when it is converted to a HOT lane, it will prolong its operation. If the HOT lane then becomes congested, the lane can then be designated just for buses.
 To give you an idea how effective frequent buses are, before BART started operation across the Bay AC Transit was operating almost 4 buses per minute over the Bridge and carrying more riders than what the other vehicles were carrying and this was on the five lanes for the buses were also operating in mixed-flow. If AC Transit had an exclusive lane its operation would have been much more effective.

 This is a brief and interesting Q & A with MIT urban planning professor, Ralph Gakenheimer, who spoke glowing of BRT.
http://brainstormtech.blogs.fortune.cnn.com/2010/01/19/upwardly-mobile/?section=magazines_fortune

Ralph Gakenheimer is a Fulbright Scholar, World Bank Advisor, and MIT professor of urban planning who has emerged as one of the leading experts on transportation in developing countries. Fortune contributor Carolyn Whelan caught up with Dr. Gakenheimer on the sidelines of a mega transportation meeting in Washington, D.C. last week to get his current thinking on mobility in the developing world, and the technologies that will make the world go. [One question she asked]

Q. Will any transit technologies round trip to the U.S. once they are tested and perfected elsewhere?

A. Bus rapid transit, or BRT. It's the greatest thing to happen to transit since the streetcar in the 1870s. The system basically builds on big buses using the best technology from trains like smart cards, signaling and sensors in dedicated lanes. These systems were hatched in 1970s Brazil but due to their efficiency and affordability are drawing the attention of urban planners in Asia and the U.S. It's not sophisticated but when brought together in a highly coordinated system moves people faster than cars at up to one-fiftieth the construction cost per kilometer of a subway.

Sincerely

Roy Nakadegawa P.E.

751 The Alameda

Berkeley, CA 94707

rnakadegawa@myfastmail.com <mailto:rnakadegawa@myfastmail.com>

Former publicly elected Transit Director to BART & AC Transit

Letter 102 Roy Nakadegawa

102.1 This comment states that the Draft Program EIR is limited to an auto-oriented, short-term analysis that does not account for long-term, multi-use station area development, economic feasibility, and alternative mobility improvements in keeping with the principles of Smart Growth and transit-oriented development (TOD). This comment also states that the Draft Program EIR does not consider the potential provision of station access by local transit providers.

One of the program objectives (page 1-13) is to “support local efforts, initiatives, and policies to promote transit-oriented development,” and all the alternatives were evaluated for TOD potential. Several of the alternatives analyzed in the Draft Program EIR were crafted specifically to examine stations in Downtown Livermore (with constrained parking) that would support the existing urban core (Alternatives 1a, 1b, 2a, 3, and 3a). The Draft Program EIR also contains full analyses of both long-term growth inducement and program compliance with regional TOD policies. Section 4.4, Growth Inducing Impacts, assesses the growth-inducing impacts of the program alternatives, including regional growth, development in the immediate study area, and indirect adverse and positive growth-inducement (pages 4-4 to 4-10). Section 5.4, Regional Transit-Oriented Development Policy (pages 5-11 to 5-19), fully outlines the requirements of both BART and MTC regional TOD policies, and provides a quantitative assessment of the degree to which each alternative satisfies those requirements, specifically including the housing units needed to meet the MTC threshold. These requirements and analyses are summarized in Table 5-3 (page 5-13) and Table 5-4 (page 5-15) of the document. As presented in Table 5-4 and stated in the document, none of the alignment alternatives would satisfy the current MTC housing threshold (page 5-16, paragraph 1).

The Draft Program EIR also explains that, consistent with BART’s System Expansion Policy (SEP), BART expects that the City of Livermore will adopt and implement a local ridership development plan (RDP) to encourage development around station areas sufficient to meet the MTC TOD policy threshold. The RDP may take the form of General Plan amendments, Specific Plans, zoning amendments, or other strategies (page 5-12, paragraph 1) to encourage station area development. RDPs work to ensure that station area development is consistent with the community’s design vision, establish TOD implementation measures, and define mechanisms to improve infrastructure (page 5-12, paragraph 4). As such, it is the combination of BART’s policy and EIR analysis together with the City’s RDPs that provides the integrated, long-term, and multi-use station area development strategizing that is described in this comment.

Finally, local transit providers are identified and described in detail under Connecting Transit Services (pages 3.2-13 to 3.2-19) in Section 3.2, Transportation. Figure 3.2-3 (page 3.2-15) illustrates all existing Tri-Valley transit services in and near the study area. The transportation analysis assumes in the future local transit providers would be

reconfigured to respond to changes in demand and would provide service to the BART extension stations (page 3.2-46).

- 102.2 Please refer to Response 102.1 of this document, regarding the adequacy of the assessment of future station area TOD development in the Draft Program EIR. Cost effectiveness is not a CEQA issue, as CEQA does not require programs to look at financial feasibility. Cost-benefit is a component of BART's SEP, however, and BART staff will perform a preliminary ranking of the alternatives based on cost per new rider as part of the recommendation to the BART Board on selecting a preferred alternative. This information can be found in the document "Preferred Alternative Memorandum, BART to Livermore Extension," which will be presented to the BART Board as part of the Board's consideration of the project. As noted above, the Draft Program EIR assumes that parking at the Downtown Livermore Station will be constrained to less than necessary to meet the demand. In the past, BART has had a policy of requiring one-for-one parking space replacement when redeveloping existing BART surface parking lots with a combination of residential/commercial use and parking structures. However, BART has agreed to less than one-for-one parking replacement, for example, in the joint development project at the MacArthur Station, where approximately 600 surface parking spaces will be replaced with approximately 300 spaces in a parking structure. At this time, it is not possible to state whether or when any surface parking for the BART to Livermore extension may be redeveloped, or what parking replacement ratio BART might require for such a future project.
- 102.3 The procedure used to model the demand for access to BART assumed that an unconstrained supply of parking would be available at the new stations, with the exception of the Downtown Livermore Station. The amount of parking proposed for each of the non-downtown stations is sufficient to accommodate all of the year 2035 demand. As is the case with many of BART's larger stations today, the number of parking spaces provided requires the use of structured parking in order to place the spaces within a reasonable walking distance of the station and to limit the amount of land devoted to the station. The actual station design, placement of parking and its relationship to potential TOD would be examined in greater detail during project-level design. Analysis of life cycle costs is not required under CEQA and was not evaluated in the Draft Program EIR. As noted in the Air Quality section of the Draft Program EIR, even with automobiles and on-site parking as the primary station access, any of the program alternatives would reduce greenhouse gases compared to the no build scenario. Please see Response 102.3 regarding replacement parking policy.
- 102.4 BART has been expanding its service over time with extensions to Millbrae, Pittsburg/Bay Point, and Dublin/Pleasanton. Most recently, elements of the Warm Springs extension are under construction. The purpose of the Draft Program EIR is to evaluate the environmental impacts of the various alternatives for the BART to Livermore extension, and therefore it does not address possible systemic administrative cost reforms. As noted

in Response 102.2, the Draft Program EIR does not address cost effectiveness for each of the alternatives since it is not an environmental issue under CEQA. However, BART staff is preparing an estimate for the cost effectiveness for each alternative. These cost effectiveness estimates will be contained in a staff report that will be presented to the BART Board of Directors as part of selecting the preferred alternative. This staff report will be titled "Preferred Alternative Memorandum; BART to Livermore Extension" and it will also present estimates of fare revenue as well as the net increase in operating expenses for each BART extension alternative. The cost-effectiveness of extending the BART system is one of issues the BART Board of Directors will consider when it discusses the merits of the alignment alternatives during the final hearing to select a preferred alternative.

102.5 Parking at the extension stations would be open to all patrons of the BART system. The text on page on page 2-13 will be modified as follows to remove the reference to commuters:

Parking. The Isabel/I-580 Station would contain 4,100 ~~commuter~~ parking spaces distributed between a combination of surface lots and parking garages.

The 4,100 parking spaces would require approximately 41 acres of land depending on the configuration of the parking lots and their access roads, if the parking was all in surface lots. This would leave very little remaining land for the station and other facilities and would require some very long walking distances to the station.

102.6 The Draft Program EIR identified the need to constrain parking at the Downtown Livermore Station to be consistent with Livermore's parking and land use policies for the downtown area. This is discussed under Impact TR-6 on pages 3.2-138 through 3.2-142. Mitigation measures to accompany the reduced parking are proposed on pages 3.2-143 and 3.2-144.

In general, capital funds that would be available to construct elements of the Livermore extension could not be transferred to LAVTA to provide additional operating funding for expanded bus services. Funds available to transit operators are generally characterized as either capital funds or operating funds, which are not interchangeable. LAVTA's planned future service modifications are discussed on page 3.2-41. Since all of the alignment alternatives would reduce greenhouse gas emissions compared to the No Build alternative, there would be no impact of GHG emissions.

102.7 No changes in existing land use policies were assumed around the station sites in preparing the ridership forecasts. This does not mean that BART does not expect or encourage such changes. As stated in the Draft Program EIR, encouraging TOD in proximity to the stations and increasing accessibility are important objectives of the project. However, in order to provide a meaningful comparison and not over-estimate ridership, it was important to have consistent assumptions regarding land use for all the alternatives. While it

- expected that land use policies could change in the future, in particular in order to satisfy MTC's housing thresholds, there can be no certainty that such changes would occur. In addition it would be difficult to anticipate the exact nature of any land use policy change that might occur. At the time that a project-level EIR is prepared there will be opportunity to explore in much more detail the implications of potential land use policy changes. By that time the cities would have prepared Ridership Development Plans (see Response 102.1), which would define the land use policy changes that would occur.
- 102.8 As described in the Draft Program EIR, sidewalks and bicycle lanes would be constructed along all station access roads to provide pedestrian and bicycle access; and impacts to pedestrians, trails, and bicycles are analyzed on pages 3.2-144 through page 3.2-155 of the Draft Program EIR. Local transit service is addressed beginning on page 3.2-131 of the Draft Program EIR. BART will abide by the residential requirements established by MTC Resolution #3434. As noted in Response 102.1 above, Section 5.4, Regional Transit-Oriented Development Policy (see pages 5-14 to 5-19), fully outlines the requirements of MTC's regional TOD policies, and provides a quantitative assessment of TOD potential for each alternative in comparison to those requirements.
- 102.9 Please see Responses 102.2 and 102.3 regarding parking and Response 102.8 regarding BART's goal of encouraging sustainable TOD. The ridership forecasts assumed continuation of BART's current parking management policies. Currently there is a \$1.00 weekday parking fee for parking at the Dublin/Pleasanton Station and there is also reserve monthly and daily parking available.
- 102.10 Please see Response 102.8 regarding the inclusion in the Draft Program EIR analysis of improvements for pedestrian and bicycle access, local transit service, MTC's housing density requirements and TOD. Although BART can plan for increased pedestrian, bicycle, and transit access, many of the necessary improvements to surrounding streets (such as bike lanes, pedestrian trails) and changes to surrounding land uses to allow TOD are outside BART's control. For this reason, assumptions regarding station access continue to be conservative and automobile oriented. At the time that a project-level EIR is prepared it would be appropriate to evaluate the impact of alternative parking management policies and investments in pedestrian/bicycle and feeder transit services on the demand for parking.
- 102.11 Please see Response 102.4 above regarding cost-effectiveness.
- 102.12 The comment concerns the advantages of a bus rapid transit (BRT) system in Brisbane, Australia, and how it may be adapted to the Livermore area. The Draft Program EIR is intended to select a preferred alternative in terms of alignment and footprint for the purposes of planning and right-of-way preservation. The project-level EIR/EIS will consider modal alternatives, including bus alternatives.

Letter 103

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Public Hearing, November 18, 2009
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Gary Oehrle Organization/Business: _____
 Address: 2458 Ancone Circle City: Livermore State: CA Zip: 94550
 Phone: 925-449-9291 Email: g.oehrle@sbcglobal.net

COMMENTS / QUESTIONS:

- A) why no routes north of 580 103.1
- B) Prefer To see Cost Estimates relative to each alternative 103.2
- C) Recommend To go As far east as possible To reduce/remove Traffic from Valley who will come in to use BART. 103.3
- D) Avoid "chain of lakes" To reduce/remove Visual impacts + noise problems. 103.4
- E) must have joint Terminal with The Alameda Corridor Rail Project 103.5
- F) Cover C, D + E Above only ALT 1, 2 would appear To work and stay out of The town of Livermore reducing That impact. 103.6
- G) ALT 2 is more appealing over ALT 1 AS it keeps a maintenance yard in a more industrial Area + reduces removes ALT 1 Greenville Biological geological constraints and damaging The views from 580



Letter 103 Gary Oehrls

103.1 Potential alignments north of I-580 were considered during preliminary alternatives screening in the planning stages prior to the Draft Program EIR. Alignments north of I-580 created problems related to existing development, frontage roads, and freeway interchanges, particularly in Dublin. Further east, alignments north of I-580 created potential biological impacts. The issues were substantial enough that both a tunnel/below-grade alignment parallel to I-580 just north of I-580 (within the Caltrans right-of-way) and an aerial alignment in the I-580 median for the length of the corridor, passing over all freeway overpasses and interchanges, were considered. BART determined that an at-grade alignment in the median of I-580 offered the best combination of location, constructability, and cost. A new paragraph is added between the second and third paragraphs on page 2-64 in the section "Other Alternatives That Were Considered:"

Several alignments and/or configurations were considered prior to formal scoping, but were not carried forward into the Program EIR for analysis, largely due to cost considerations, difficulty of construction, or impacts on areas outside of the urban growth boundary. These alignments or configurations rejected prior to scoping are:

- Tunnel/below-grade alignment parallel to I-580, just north of I-580 within the Caltrans right-of-way; and
- Elevated aerial alignment in the I-580 median for the length of the corridor, passing over all freeway overpasses and interchanges.

103.2 Appendix B to the Draft Program EIR contains cost estimates for each individual alternative. A cost estimate for the new "hybrid" Alternative 2b is included on page 1-18 of this document.

103.3 This comment concerns the merits of placing the terminal station as far east as possible to intercept traffic from the Central Valley. The traffic analysis in the Draft Program EIR, Section 3.2, Transportation, reflects the share of traffic from the Central Valley for each alternative. Alternatives with a Vasco Road Station, for example, would also serve to intercept such traffic. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

103.4 Please see Master Response 3 regarding visual and noise impacts in the Chain of Lakes area. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

103.5 All the two-station alternatives have stations that directly connect to both existing trains in the Altamont rail corridor (ACE) and future trains, such as High-Speed Rail.

- 103.6 The commentor favors Alternative 1 or 2 which avoid Downtown Livermore, but preferably 2, due to its avoidance of biological and geological constraints at the Greenville Yard site. Please see Master Response 7 regarding such impacts at Greenville Yard. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 104



"Gary Oehrle"
<goehrle@sbcglobal.net>
11/19/2009 09:16 AM

To <mquint@bart.gov>
cc "Gary Oehrle" <goehrle@sbcglobal.net>
bcc
Subject BART to Livermore--Maintenance yards

History: This message has been replied to and forwarded.

104.1 | Mr. Quint
I was at the Program Review in Livermore yesterday. A very informative meeting.
I am concerned about the placement of Maintenance Yards and the viewnoise impact they might have on the surrounding area. To that end I would like a list of the locations for current Maintenance Yards that I might visit them to judge for myself and be better informed.
Regards
Gary Oehrle
2458 Ancona Circle
Livermore, CA
925-449-9291

Letter 104 Gary Oehrle

- 104.1 BART currently has four maintenance yards. Three are located near its existing stations in Richmond, Concord, and Colma (Daly City Yard); the fourth is the Hayward Yard, which is located between Industrial Boulevard and north of Whipple Road approximately 1.8 miles east of I-880. The Draft Program EIR, pages 3.10-54 to 3.10-56, discusses noise impacts associated with the maintenance yards for the alignment alternatives.

Letter 105



0
01/05/2010 10:27 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 5, 2010 at 23:27:27

First_Name: Merle
Last_Name: Ohlhauser
Email: royalflush13@comcast.net

- 105.1 Message: I feel that the Bart track extention should follow the 580 coridor with the station close to Altamont where there is plenty of space to do so. If the station was to be located in the down town area, we would have a major parking problem. Look at Plesanton station that had a major problem for many years and even now is still conjested, even with the new parking structure in operation. The parking structure we now have here in Livermore is by far not large enough to handle BART traffic.
- 105.2 Another problem would be the traffic in the downtown area.
- 105.3 What about the noise problem ?
- 105.4 What about the cost comparison? It seems to me it would be more costly to run throught the down town area than the 580 coridor.
- 105.5 As far a criminal activity goes, this will happen at any location.

City of Livermore has done a good job of beautifying the downtown area so lets keep it that way.

verifytext: VUIE
Submit: Submit

REMOTE ADDR: 24.4.8.60
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; OfficeLiveConnector.1.3; OfficeLivePatch.0.0; .NET CLR 3.0.30729)

Letter 105 Merle Ohlhauser

- 105.1 This comment concerns the merits of choosing an alternative that is located in the I-580 corridor with a station close to the Altamont Pass, based on concerns that a downtown station would not have sufficient parking. The existing Livermore parking structure is not expected to accommodate all BART patrons; instead, additional parking would be provided as part of the project for each alignment alternative with a Downtown Livermore station. Parking was addressed in the Draft Program EIR on pages 3.2-138 through 3.2-144. Parking at the Downtown Livermore Station is addressed specifically on page 3.2-139.
- 105.2 Please refer to Master Response 5 of this document, regarding traffic and parking in Downtown Livermore. Also please refer to Tables 3.2-27 to 3.2-30 starting on page 3.2-88 of the Draft Program EIR, which provides a summary of the traffic impact analysis. Intersections 8 (First Street/Livermore Avenue) and 9 (First Street/Scott Street) in the tables are located in the downtown area. A Downtown Livermore Station would create increases in traffic on downtown streets, but the analysis did not indicate any significant impacts.
- 105.3 As discussed under Impact NO-1 starting on page 3.10-22 of the Draft Program EIR, the proposed alignments may significantly impact sensitive noise receptors in Livermore. Various noise mitigation measures, as outlined under NO-1.1 on page 3.10-53, would be examined to reduce noise levels (sound walls for example). However, sufficient information is not available under this program-level analysis to conclude with certainty that this mitigation would reduce impacts to less-than-significant levels in Downtown Livermore. BART would carefully examine the noise impacts and mitigation measures in greater detail based on project-specific designs when preparing a project-level EIR to determine if impacts can be further reduced.
- 105.4 The comment is accurate. The alignments along the I-580 freeway would cost less to construct than the downtown alignments. Cost estimates are identified in Appendix B to the Draft Program EIR. A cost estimate for the new Alternative 2b is contained in this document in Section 1.4 on page 1-18.
- 105.5 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.

Letter 106

Valerie Raymond
2368 Buena Vista
Livermore, Ca. 94550
(925)447-4027

January 1, 2010

Comments on DEIR for BART-to-Livermore

My comments on the draft Environmental Impact Report (DEIR) for BART-to-Livermore fall into three areas: Parking issues relative to the downtown station; actual housing potential for the downtown station; and questions about the claimed advantages and disadvantages of the proposed station sites. Some of them expand upon my verbal comments at the EIR hearings.

Parking Issues at Downtown station:

- 106.1 Is there not a fundamental problem with the way the EIR addresses the parking issues in the downtown, and the implications for all of the downtown alternatives? The DEIR is very clear that "...ridership estimates represent unconstrained demand..." (p.3.2-31), and "The estimates of ridership assume that adequate parking will be provided at each of the stations". (p.3.2-31). The DEIR also notes "A BART Extension alternative would have a significant impact on a station area if sufficient parking supply could not be provided to meet demand at a proposed station." (p.3.2-30).
- 106.2 All of the projections regarding ridership, air quality, energy usage, etc. are apparently based on those assumptions. However, it is not proposed that unconstrained parking be provided in the downtown. Rather, only about 60% of parking demand would be satisfied with the 2,500 spaces that are proposed to be provided. In other words, the **actual** operating mode of the downtown alternatives is one of constrained parking at one of the two stations. This does not appear to have been analyzed even though the DEIR acknowledges that reduction or reallocation of ridership could occur, and that the parking shortfall would need to be accommodated at the companion station. (3.2-35 and 3.2-53).
- 106.3 The models assume that approximately 4,000 drivers (varies with alternative) will be utilizing the downtown station, whereas, because of the shortage of parking, some 1,500 of those drivers will either not use the system or will need to drive to another station. Since these 1,500 drivers represent about 10% of projected ridership, wouldn't this generate changes to the projections regarding reductions in VMT, energy usage and air contaminants? Does it make sense to model a system that is not intended to be implemented and not model the system that is proposed to be implemented? Shouldn't this modeling be done?

- 106.4 ■ Estimates of the cost of the various alternatives have been provided. Is it correct that these projected costs do not include the cost of building the parking shortfall at an alternative station even though that would almost certainly be necessary to maintain ridership?

In summary, the parking impact analysis seems inadequate and it seems highly likely that the downtown alternatives will be more expensive than projected, and have lower than anticipated ridership.

T.O.D potential at downtown station:

- 106.5 ■ The DEIR frequently makes the assertion that the downtown station has high T.O.D. potential. This statement is undefined and unsupported and the number used for projected future housing within the ½ mile radius is inaccurate. It is stated that there are currently 1,841 residential units within that radius and that there would be 5,100 by 2030 (Table 5-4, p. 5-15). However, that increase of 3,259 units is the maximum number of units anticipated for the entire Downtown Specific Plan area, a large part of which is outside the designated ½ mile radius. Shouldn't the 3,259 number be changed to fit the projections of actual units within the ½ mile radius – probably a reduction of several hundred units? Additionally, some of those units have already been built (between about 100 and 150 units at Station Square and Palasage). Presumably these units have already been included in the 1,841 number and should not be double-counted. It also appears that the units that would be removed to provide the land for the 27-acre station site have not been subtracted from the total. This amounts to another 100 or more units. In total it appears that the 5,100 projection is probably over-stated by 1,000 units or more.

- 106.6 ■ The area around the station within the ½ mile radius is less conducive to more housing development than is implied. There is little vacant land and a very significant portion of the area consists of land that is almost certainly not available for redevelopment. That includes three major school sites and some open space and parkland (99 acres); large areas (240 acres) of existing single-family neighborhoods that are highly unlikely to convert to higher density; another 110 acres of multi-family housing which may well not be cost-effective to convert and may not yield many more housing units even if it were converted; and large areas (265 acres) devoted to existing streets, rails and overpasses.

At an average density of 50 units/acre (probably close to the highest Livermore is likely to approve), it would take 60 acres to produce 3,000 T.O.D. residential units, and obviously more acreage at the lower densities that apply to much of Livermore's Downtown Specific Plan. It seems unlikely that the area could produce anything close to that amount. Even if the housing could be built, the downtown alternatives still fall short of the new ridership that Alternative 1, (the freeway option) provides at significantly lower cost.

- 106.7 ■ Further, the Downtown Specific Plan states that the 3,259 residential unit projection is based on a "maximum intensity scenario" of potential redevelopment. It states that "this level of development is not likely to occur as redevelopment will happen at different times and at

106.7
cont.

different scales. Larger parcels will likely develop more efficiently at higher densities, while smaller, individually-owned parcels may redevelop at a much lower intensity, or may not redevelop at all." (page 4.1 of DSP). Shouldn't the DEIR projections reflect this assumption rather than relying on a scenario that is unlikely to occur?

Apparent bias in favor of a the downtown site:

Lastly, I would like to comment on what appears to be an over-emphasis on the supposed limitations with respect to potential T.O.D at the freeway intercept sites, coupled with a downplaying of their advantages. Conversely, there is an overstatement of T.O.D. potential at both the downtown and Vasco sites, together with a failure to mention limitations that accompany the downtown and Vasco Road station sites.

106.8

With respect to the I580/Isabel site, the DEIR refers to the three lines on a map that limit the site's development potential. The Airport restriction zone line is reasonable as it is based on legitimate safety concerns. The other two, however, are arbitrary lines that can be changed. The Scenic Corridor is a policy adopted by the City Council. It has been changed before to provide more flexibility and could obviously be changed again. It does not need a public vote to do so. The Urban Growth Boundary was put in place by the Livermore City Council, without a public vote, after an initiative campaign secured enough signatures to put the issue on the ballot. The UGB line from that initiative is capricious and illogical and, since the issue never went to the voters, it is impossible to know whether or not they would have approved its precise location. Is it reasonable to allow a multi-billion dollar project to be determined by an artificial boundary that was never subjected to an EIR process and could be changed at any time by the electorate? At the least, shouldn't the DEIR indicate what changes would be needed to accommodate different amounts of T.O.D? Shouldn't Livermore voters be given the opportunity to vote on whether they wish to make modest changes to an artificial boundary to achieve the BART alignment that I believe most would prefer?

106.9

The I580/Isabel site has a number of advantages that should be given more emphasis. The college is a major community asset that would derive great benefit from a BART station in its vicinity. In fact, for years it has been operating on the understanding that there would be one. Its students are exactly the demographic who would use the option to travel by BART.

Additionally, the site, on both sides of the freeway, is already a major job center and will be a bigger one. Is it not the case that without job-heavy stations, there would be no reason for BART to exist since there is little point in using a system that doesn't get you anywhere near where you work? If MTC is arguing that job-heavy stations should only be allowed in San Francisco and Oakland because that's where job development should be encouraged, it seems obvious that with respect to the Livermore-Amador Valley that particular horse left the barn a long time ago. Shouldn't BART and MTC put more emphasis on providing stations that meet the needs of commuters along the BART corridor who would like to accept jobs in the Livermore area? Wouldn't BART benefit greatly from more "reverse commute" riders?

- 106.10 Conversely, the downtown site has been given a free ride with respect to its problems. As previously mentioned, its supposed "high T.O.D. potential" has been taken for granted and almost certainly overstated. But, in addition to the problems already mentioned, there are other issues that bring into question the likelihood of such development happening to the extent claimed. For example, the city has a policy that the Downtown Specific Plan should be re-evaluated when (if) residential development over the whole area reaches, respectively, 1,400 and 2,000 units to determine whether or not the city will allow any future downtown housing. Clearly this policy is as potentially restrictive as, say, the Scenic Corridor policy.
- 106.11 A further limitation is that, as Bonnie Nelson mentioned at one of the Shrine Event Center meetings, redevelopment monies would likely be needed to enable new development to happen. However, outside of the 20% housing set-aside in redevelopment funds, virtually all of the Redevelopment Agency's remaining projected revenues have been pledged to the regional theater, and future staffing levels for the Agency are projected to be severely reduced (from 4 staff members now to 2 within the next few years, and then only one for the Agency's remaining years). How likely is it that major redevelopment will take place without the benefit of a redevelopment agency that has the capability to assist in that process?
- 106.12 Losing 27 acres to the station site is also not particularly desirable. This is expensive, currently tax-contributing land that could be used for T.O.D. Instead, it will consist largely of 2,500 tax-exempt parking spaces accommodating 2,500 BART patrons who will leave their cars in the downtown all day long, contributing nothing to the area's economic vitality. Furthermore, won't the parking management restrictions needed to prevent BART parking spillover into the adjacent neighborhoods, impose limitations on these residents and on downtown visitors that will make the area less attractive to live in or visit?
- 106.13 As part of the Downtown Specific Planning process, the City eliminated the designation of LOS levels on the major streets and intersections in the downtown area because it could see no way that any reasonable service levels could be met. In particular, the intersection of Railroad, 1st Street and Maple, showed very high wait times. It is hard to see how having an additional 2,500 cars entering and exiting the downtown area at the busiest times of day, could do anything other than make congestion levels intolerable. The DEIR notes (p.2-5) that LAVTA bus routes 12, and 18 in particular (which serves downtown Livermore in the PM peak), already experience significant delay.
- 106.14 There are also limitations at the Vasco station site. Only two of the four quadrants are available for any development or redevelopment. While there is some vacant land (I believe about 35 acres) adjacent to the station, other vacant land is scattered among existing industrial structures. Residential development doesn't co-exist easily with industrial, unlike other mixed-use development, and it may well be much harder than assumed to incorporate any significant amount of T.O.D without creating unacceptable land-use conflicts. If it were paired with a downtown site, this site would also have to accommodate another 1,500 parking spaces on top of the 4,000 or thereabouts that are already built-in to the projection, thereby using up even more land adjacent to the station. Even with planned T.O.D, the Vasco Road station site is

106.14
cont. ↑ projected to have fewer housing units in 2030 than the supposedly T.O.D. constrained Isabel/I580 station site.

106.15 Another concern is that if this site were paired with a downtown station, there would be no freeway interceptor site. Vasco Road is already a very busy road between the railroad tracks and the freeway. Is it acceptable to add the volume of traffic that San Joaquin commuters would generate, even allowing for planned improvements? Heavy rail systems such as BART are built primarily for commuters. Without them they make no economic sense. Shouldn't meeting commuters' needs should be the number one priority for a BART extension? At least one freeway intercept station is essential.

106.16 With respect to economic benefits, the assertion that the downtown and Vasco Road stations would provide new economic benefits that the other sites would not seems questionable. The DEIR states that BART is not growth-inducing but rather redistributes the way that already built-in growth would occur. If that's the case, then the economic effect of BART should be neutral because economic growth will occur elsewhere within Livermore if it doesn't occur around the station sites.

Conclusions

106.17 Alternative 1 is easily the cheapest (two-station) option, carries the largest new and total ridership (at 38,100 nearly 3,000 more than the next closest alternative), and provides the shortest ride time relative to its length. Previous studies have all supported this alignment, which is also the most commuter-friendly because it provides straightforward access to the system at the most easterly location without unduly impacting local roads. It also provides convenient access at Isabel/I580 to most existing Livermore residents, as well as an important college connection. Does it even make sense to be looking at two-station alternatives that produce fewer riders even if T.O.D projections are met, and cost around two-thirds of a billion dollars more?

Alternative 4 also deserves very serious consideration. While it is true that it would not provide an ACE connection (at least as a stand-alone option), from both a cost and a ridership measure it is by far and away the most cost-effective alternative. Its total cost is only about 37% of Alternative 1, the cheapest 2-station alternative, while its projected ridership is about 62% of Alternative 1's. Even on a cost per rider basis, it performs extremely well at around 60% of the per rider cost of Alternative 1. Furthermore, Alternative 4 is significantly more cost-effective than any of the two-station alternatives in terms of reductions in air pollutants, energy usage and VMT relative to dollars spent (from 30% to 34% cheaper.)

It seems clear, in fact, that it is incredibly expensive and much less cost-effective to provide a two-station alternative. Compared to the one-station Alternative 4, the two-station alternatives are around triple or more the cost (\$2 billion to nearly \$3 billion more), while, relatively speaking, providing far fewer new riders and proportionately much lower energy/air quality benefits. Shouldn't these cost/ridership/environmental comparisons be made?

106.17
cont.

Overall, there seems to be an over-emphasis on T.O.D, which provides relatively little additional ridership, and doesn't fundamentally change the reality that this is a primarily suburban area which has been part of the District since its inception and deserves to have access to BART on the same terms as existing stations. By all means apply new rules to areas that are newly in the District but don't change the rules in the middle of the game for those who are part of the original district.

Letter 106 Valerie Raymond

- 106.1 Please refer to Master Response 5 of this document, regarding traffic and parking in Downtown Livermore. Placing a limit on the amount of BART parking to be provided in Downtown Livermore is consistent with the goals of the City of Livermore. As noted by the commentor, the Draft Program EIR acknowledges that placing this constraint on the parking supply would have significant impacts on Downtown Livermore (page 3.2-30). However, appropriate mitigations to address these impacts have been identified (see page 3.2-139 of the Draft Program EIR). Please refer to Master Response 2 of this document regarding the assumptions and methodology used for the travel demand modeling. It is incorrect to assume that because there is a constraint in the amount of parking at the downtown station, that those drivers who cannot find parking will not ride BART. There are many alternative options available including parking at another station, parking outside the station in public or private parking, carpooling, kiss-and-ride, transit, and walking/biking to the station. Downtown BART stations typically have constrained parking and the riders have been shown to adapt to this situation. For this reason, no adjustment was made to the ridership forecast to reflect a parking constraint.
- 106.2 Please refer to Master Response 2 of this document, regarding the assumptions and methodology used for the travel demand modeling, in particular, please see the discussion of the Incremental Transit Assignment method used to assign parking demand to the stations. This methodology mimics the real life behavior of BART patrons, in that when parking at a BART station nears capacity, patrons tend to seek out parking at the nearest alternative stations. This is the likely consequence of constraining the amount of parking at the Downtown Livermore Station, as noted in the Draft Program EIR on page 3.2-30. Because this is a Program EIR with the purpose of comparing alternatives for the BART extension, it was not necessary to enter into a detailed analysis of how the downtown station parking constraint would affect the parking demand at the other station. Should an alternative with a downtown station move forward under a project-level EIR, then this type of detailed demand modeling would be conducted. As noted in Response 106.1 above, it is not correct to assume that the constraint on parking at a downtown station would result in a reduction in the ridership forecast for BART. The more likely scenario is that the drivers who cannot find parking at BART will find another way to access BART. This assumption was used in the Draft Program EIR and is consistent with the experience at existing downtown BART stations.
- 106.3 Please refer to Response 106.2. The potential reallocation of drivers to alternative stations is not likely to have any major effect on overall ridership or vehicle miles of travel. Most drivers quickly adjust to the constrained parking situation and will learn to go directly to their alternative station choice. These trips may involve some increase in VMT as compared with the assumption that all drivers can park at the closest station; however, the mileage involved is small compared to the total trip mileage. For example the average

- VMT reduction per new BART trip for Alternative 2a would be 27.2 miles per day for the 30,000 total new riders. If 1,500 drivers (about 10 percent of the total riders or 3,000 trips) added 5 miles per trip to their travel route to and from BART, that would add an average of 0.5 miles per average BART trip, for all 30,000 riders, changing the VMT reduction per trip to 26.8 miles or about 2 percent. This change in VMT reduction would not change the relative ranking of the alternatives in terms of VMT, air emissions, or energy consumption reductions. It would also not undercut the support for identifying Alternative 2b as the preferred alignment alternative.
- 106.4 The comment is correct. The cost of building additional parking at the non-downtown stations to accommodate the parking shortfall at the downtown stations is not included in the cost estimate. A preliminary estimate for the cost of additional parking is approximately \$45 million. This would be considered in preparing a more refined cost estimate at the project-level stage. This assumes that 1,500 additional spaces would be needed; however, the actual number would be less as not all drivers would decide to drive to another station, but would find other ways to access BART.
- 106.5 This comment includes a series of valid, but minor, points related to the specific elements and assumptions in the projection of future housing development within the Downtown Livermore Station area. However, as indicated by the following recalculation of future housing units and associated revisions to the Draft Program EIR, the resulting adjustment to the number of future units is minor. None of the individual corrections made in response to this comment, nor the sum total of those corrections, affect the ranking of alternatives presented in the Draft Program EIR. Nor do these adjustments undercut the support for identifying Alternative 2b as the preferred alignment alternative.

The commenter correctly states that the 3,259 additional units projected for the Downtown Livermore Station area in 2030 is based on the maximum allowable development of the Livermore Downtown Specific Plan (DTSP) area. This commenter also correctly states that because a portion of the DTSP area is located outside the station area, not all allowable DTSP housing units can be included in the 2030 station area total. The 272-acre DTSP area (see page 3.3-25, paragraph 2) contains 175 acres of developable land. Twenty-four percent of this land—42 acres—is located outside the Station area. However, it cannot be concluded that 24 percent of the housing units planned for the DTSP area—equal to 782 units—would be located outside the station area. The DTSP concentrates higher-density, transit-oriented development in the core of the DTSP area, near the existing ACE station and within the ½-mile station area. The majority of the portion of the DTSP area that is outside the station area is the DTSP Downtown Neighborhood-North Side Plan Area, a corridor of land along the UPRR right-of-way that extends west beyond the station area boundary. According to the DTSP, the primary intent of this Plan Area is “to strengthen the established single family neighborhoods to the north and south of downtown core. Standards...will direct development in these areas towards residential housing that is compatible with the existing single family fabric, as well as allow compatibly designed

office and lodging uses.”⁵⁴ As such, housing in this Plan Area will be developed at significantly lower densities than housing in the “Core” areas of the DTSP, and the number of future DTSP housing units located outside the Downtown Livermore Station area is estimated to be approximately 500 units. As noted, this adjustment does not affect the ranking of alternatives presented in the Draft Program EIR or undercut support for identifying Alternative 2b as the preferred alignment alternative.

This comment also correctly notes that some DTSP housing units have already been built, and thus have been “double-counted” as both existing (2008) and future (2030) units in Table 5-4 of the Draft Program EIR. The commentor cites the PalaSage and Station Square developments, both in the DTSP area. The 90-unit PalaSage development was constructed in 2004, and therefore is included in the 2008 total. For this reason, as noted by this comment, 90 units should be removed from the 2030 Station Area total. However, the 110-unit Station Square development was completed in 2009, and is thus not included in the 2008 total shown in Table 5-4.

Finally, the Draft Program EIR identifies that development of the 27-acre Downtown Livermore Station would demand acquisition of approximately 70 residential units on or near Chestnut Street and Junction Avenue (page 3.4-16 to 3.4-17). As this commenter states, these units should be removed from the 2030 Station Area total.

In order to more accurately present the TOD potential of the Downtown Livermore Station in a manner consistent with the above revisions suggested in this comment, Table 5-4 on page 5-15 of the Draft Program EIR is revised as follows:

Accordingly, the first sentence of paragraph 3 of page 5-17 is revised as follows:

These alternatives, both of which include the Dublin/Pleasanton, Downtown Livermore, and Greenville east Stations, would have a housing deficit of an average of ~~824~~ 1,044 units per station (for three stations) compared to the MTC threshold of 3,850 units.

The second sentence of paragraph 2 of page 5-18 is revised as follows:

Alternative 2a would have a housing deficit of an average of ~~505~~ 725 housing units per station (for three stations) compared to the MTC threshold of 3,850 units.

⁵⁴ City of Livermore, 2004. Downtown Specific Plan. “Development Standards: Downtown Neighborhood North Side and South Side Plan Areas, page 1 of 13.

Table 5-4
Comparison of MTC Resolution #3434 Target with Proposed Station Area Development

Alternative	Station Area Housing Units												Comparison of 2030 Average to 3,850 Target	
	Dublin/Pleasanton		Isabel/I-580		Isabel/Stanley		Downtown Livermore		Vasco Road		Greenville East			2030 Average
	2008	2030 Total	2008	2030 Total	2008	2030 Total	2008	2030 Total	2008	2030 Total	2008	2030 Total		
1 – Greenville East	1,351	3,978	468	1,158	NA	NA	NA	NA	NA	NA	0	0	1,712	-2,138
1a – Downtown - Greenville East via UPRR	1,351	3,978	NA	NA	NA	NA	1,841	5,100 <u>4,440</u>	NA	NA	0	0	3,026 <u>2,806</u>	-824 <u>-1,044</u>
1b – Downtown - Greenville East via SPRR	1,351	3,978	NA	NA	NA	NA	1,841	5,100 <u>4,440</u>	NA	NA	0	0	3,026 <u>2,806</u>	-824 <u>-1,044</u>
2 – Las Positas	1,351	3,978	468	1,158	NA	NA	NA	NA	227	956	NA	NA	2,031	-1,819
2a – Downtown-Vasco	1,351	3,978	NA	NA	NA	NA	1,841	5,100 <u>4,440</u>	227	956	NA	NA	3,345 <u>3,125</u>	-505 <u>-725</u>
3 – Portola	1,351	3,978	468	1,158	NA	NA	1,841	5,100 <u>4,440</u>	NA	NA	NA	NA	3,412 <u>3,192</u>	-438 <u>-658</u>
3a– Railroad	1,351	3,978	NA	NA	110	110	1,841	5,100 <u>4,440</u>	NA	NA	NA	NA	3,063 <u>2,843</u>	-787 <u>-1,007</u>
4 – Isabel/I-580	1,351	3,978	468	1,158	NA	NA	NA	NA	NA	NA	NA	NA	2,568	-1,282
5 – Quarry	1,351	3,978	NA	NA	110	110	NA	NA	NA	NA	NA	NA	2,044	-1,806

Sources: City of Livermore, 2009; Livermore General Plan Environmental Impact Report, 2003; East Dublin Specific Plan, 2008; Claritas, Inc, 2008; Bay Area Economics, 2009.

Notes:

NA = this station is not proposed for this alternative and thus is Not Applicable to the station area development estimates.

- a. 2008 housing units are for ½ mile radius around station location, as projected by Claritas, 2008.
- b. 2030 housing units include existing (2008) and planned units
- c. Based on projected number of units in the Livermore General Plan Change Area in which station would be located. Change Areas exceed the size of the ½ mile station areas; therefore, not all housing realized in the areas would be located in station areas.
- d. Dublin/Pleasanton Station planned units based on Transit Village and Hacienda planned developments, from East Dublin Specific Plan, Chapter 4, amended 2008.

The second sentence of paragraph 4 of page 5-18 is revised as follows:

Like Alternative 2a, the corridor-wide projected housing average for the three stations that would be served by this alternative nearly attains the MTC target, at only ~~438~~ 658 units below the MTC threshold.

The second sentence of paragraph 6 of page 5-18 is revised as follows:

Alternative 3a would have a housing deficit of an average of ~~787~~ 1,007 units per station (for three stations) compared to the MTC threshold of 3,850 units.

The Draft Program EIR states that none of the alternatives would satisfy the MTC current TOD threshold, although Alternatives 2a and 3 have shortfalls that could be addressed by increasing development potential around other stations along these extensions (see page 5-16, paragraph 1). As stressed earlier in this response, the above adjustments to future housing around the Downtown Livermore Station do not affect these conclusions, the final ranking of alternatives, or the identification Alternative 2b as the preferred alignment alternative.

Finally, a detailed analysis of station area TOD potential of the preferred alternative would be performed as part of the upcoming project-level environmental review. Moreover, consistent with BART, the City of Livermore would be expected to develop a Ridership Development Plan including changes in land use designations necessary to meet housing density thresholds, before a project would be funded by MTC.

106.6 This comment correctly states that the one-half mile Downtown Livermore Station area contains a number of existing constraints to future housing development, including multiple schools, minimal vacant parcels, public open spaces and existing single-family neighborhoods. However, as noted in Response 106.5 of this document, year 2030 housing units in the Downtown Livermore Station area, as identified in the Draft Program EIR (and revised in Response 106.5), are derived entirely from the build-out potential of the Downtown Specific Plan area. This figure, cited in the DTSP, is based on an analysis of redevelopable land in the DTSP area. It therefore accounts for any constraints to development within the Plan area. For that reason, constraints outside the Plan area, such as those identified in this comment, do not impact the housing potential of the station area as identified in the Draft Program EIR.

As stated in Response 106.5 above, the DTSP area contains about 175 acres of developable land, much of which is designated for TOD-oriented, high-density residential development standards in the DTSP. As such, it is reasonable to expect that the development of the maximum number of dwelling units cited in the DTSP and identified in the certified Downtown Specific Plan Final EIR (3,259 units) represents a realistic development potential.

- 106.7 This comment correctly states that the projection of future residential units in the Downtown Livermore Station area is based on the maximum development capacity of the DTSP. However, the text cited in this comment is from the Draft Downtown Specific Plan. The adopted Downtown Specific Plan does not state that this development scenario is unlikely. To quote the latter: "The anticipated maximum development capacity for the Downtown area illustrates the maximum development possible under the policies contained within this Specific Plan...The maximum residential development potential within the Downtown Specific Plan area shall be 2,000 new units as of February 2004. After approval of 1,400 new residential units, the City Council shall review the progress of the implementation of the Specific Plan. The City Council shall consider increasing the maximum number of new dwellings to 3,259 from the February 2004 base number for a build-out total of 3,600 residential units, unless there is a compelling reason not to implement the build-out scenario analyzed in the Final EIR prepared and certified for the 2003 General Plan and Downtown Specific Plan."⁵⁵ As of this writing, no "compelling reason" has been identified to discredit the build-out figure identified in the certified 2003 General Plan/Downtown Specific Plan Final EIR.
- 106.8 Development restrictions in the Isabel/I-580 Station area are summarized in Section 5-4 of the Draft Program EIR (page 5-16, paragraph 3). As stated in this comment, the entire Isabel/I-580 Station area is located within the Livermore Airport Protection Area, in which land use intensification is prohibited. The Draft Program EIR also explains that a portion of the Isabel/I-580 Station area lies outside the northern limits of the City of Livermore Urban Growth Boundary (page 3.3-36, paragraph 2). As stated on page 3.3-25, the City's UGB limits were approved by City voters as initiatives, and modifications can only be permitted with voter approval (paragraph 1). The commenter is correct in stating that establishment of the UGB was based on a successful initiative campaign and then adopted by the Livermore City Council. The City Council chose to adopt the UGB after it qualified with sufficient signatures for a ballot measure. As a result, it was never voted on. However, the initiative contained language stating that a subsequent citizen vote would be required to change it. By adopting this language, the City Council made it City policy not to change the UGB without a vote. This is reflected in Goal LU-5 of the City of Livermore General Plan, which states "It is the goal of the City to establish a coherent and logical pattern of urban uses that protects and enhances open space and agriculture uses by providing a clear and permanent boundary for urban uses within the City's Planning Area. The provisions of Goal LU-5, as readopted by the North Livermore Urban Growth Boundary Initiative shall be amended only by a vote of the people."⁵⁶ As summarized by a City of Livermore Principal Planner: "Although the [Urban Growth] Boundary was ultimately approved by City Council following a voter initiative, it remains an adopted City policy that would require voter approval to change."⁵⁷

⁵⁵ City of Livermore, 2004. *Downtown Specific Plan*. pages 4-16 to 4-17.

⁵⁶ City of Livermore, *City of Livermore General Plan 2003-2025*. Land use Element, page 3-47.

⁵⁷ Frost, Susan. Principal Planner, City of Livermore. Personal communication with Greg Goodfellow, DC&E, May 17, 2010.

The Draft Program EIR also states that guidelines established by the California Air Resources Board of vehicle emission impacts from freeways on residential development, which would apply to portions of both the Isabel/I-580 and Greenville East Station areas, may reduce future development potential in those station areas (page 5-16, paragraph 3). Finally, the Draft Program EIR states that the Greenville East Station area lies in a City-designated scenic corridor. It does not state that the Isabel/I-580 Station lies in such a corridor. For clarity, the final sentence of paragraph 3 on page 5-16 is revised as follows:

Further, the eastern portion of the Greenville East Station ~~station~~ area is dominated by land contracted under the Williamson Act (see Figure 3.3-3), which as detailed in Section 3.3, Land Use, is considered an agricultural resource to be conserved and also lies in a City-designated scenic corridor.

Table 5-4 of the Draft Program EIR, sets forth the shortfall in housing units compared to the MTC Resolution #3434 policy threshold for each alignment alternative. Under BART's System Expansion Policy, the City's Ridership Development Plan (RDP) must include strategies—such as amending General Plan land use map, developing a specific plan, or updating the zoning ordinance—which would be used to meet MTC's specified housing thresholds. Although Livermore has the discretion to decide what these RDP strategies are, it must adopt the strategies before BART will certify a final project-level EIR or MTC will authorize project funding.

- 106.9 This comment concerns the current and potential employment density in the vicinity of the Isabel/I-580 Station as a ridership generator. BART would benefit from a "reverse commute" to employment centers in the Livermore area. Ridership forecasts are developed from existing land uses and anticipated future trends. As indicated on page 3.3-40, most of the Isabel/I-580 Station area is within Livermore's Airport Protection Area, and thus would have restrictions on intensification of existing land uses, particularly for residential development. Projected ridership by station for each alternative is shown in Table 3.2-21 on page 3.2-56. The land uses within the station areas are discussed in Section 3.3, and Table 3.3-2 indicates type of land use by station area. Population and employment density is discussed in Section 3.4, with the demographic data in each station area shown in Table 3.4-2, and major employers in each station area shown in Table 3.4-3.
- 106.10 This comment states that the Downtown Livermore Station site "has been given a free ride with respect to its problems" related to TOD. However, as noted in Section 3.3 on pages 3.3-36 through 3.3-44, all station sites for all alternatives would require planning for transit-supportive land uses and access in the vicinities of the stations, as current densities are lower than required by MTC Resolution #3434. One of the program objectives is to conform with MTC Resolution #3434. None of the build alternatives met the full objective, as none of the alternatives have existing or proposed station area densities sufficient to meet the MTC target. Alternatives 2a and 2b have the highest potential to address the MTC TOD policy thresholds, due to the fact that they serve the two station sites (Downtown Livermore and Vasco Road) with the highest current levels of

development, and are the locations where the City of Livermore would like to channel growth, recognizing that the City of Livermore land use zoning will have to change in order to fully meet the MTC target.

Please see Responses 106.5, 106.6, and 106.7 of this document regarding the specifics of TOD potential in the Downtown Livermore Station area, and the manner in which the Downtown Livermore Specific Plan addresses maximum development capacity of the Plan area.

- 106.11 Development around any of the station sites would be a long-term process extending over many years if not decades. BART has demonstrated that it can be a major stimulus to the vitality of downtown areas as is evidenced by the BART stations in Walnut Creek, Concord, Lafayette, and Hayward. In addition, according to City of Livermore Community Development Department senior staff, although Livermore's Redevelopment Agency would provide initial support for development, Agency funding is not a prerequisite for station area development. "[Redevelopment] Agency participation in downtown development is relatively minor. The Downtown Specific Plan was never written under the assumption that development of the plan area would be dependent on redevelopment monies."⁵⁸ Rather, "the role of the Agency is limited to support for select, key "catalyst projects" in the Downtown. Outside of those projects, DTSP development will be the result of market activity, private investment and a program of strategic assistance."⁵⁹
- 106.12 Please refer to Response 106.5 of this document regarding TOD potential around the Downtown Livermore Station, including the impact of land occupied by the station on future housing totals. As noted in 106.11 above, BART has been a major stimulus to a downtown area. The purpose of limiting the amount of BART parking in Downtown Livermore is to avoid land use impacts that could hamper efforts to increase development densities. The parking impacts of a BART station are not that much different from the parking impacts of increased development densities. The other cities where BART has a downtown station have been able to manage the potential problems of BART parking spillover while maintaining an acceptable level of parking availability for downtown employees, customers, and nearby residents. The Draft Program EIR includes Mitigation Measure TR-6.2, in which BART would assist the City of Livermore in implementing parking controls on the downtown area, if that were to become necessary.
- 106.13 It is correct that LAVTA reports that Routes 12 and 18 currently experience traffic related delays. Future traffic conditions in the downtown were addressed in the Draft Program EIR. Please refer to Tables 3.2-27 to 3.2-30 starting on page 3.2-88 of the Draft Program EIR, which provide a summary of the traffic impact analysis. Intersections 8 (First Street/Livermore Avenue) and 9 (First Street/Scott Street) in the tables are located in the

⁵⁸ Spence, Paul, City of Livermore Principal Planner. Personal communication with Greg Goodfellow, DC&E. May 19, 2010.

⁵⁹ Frost, Susan, City of Livermore Principal Planner. Personal communication with Greg Goodfellow, DC&E. May 19, 2010.

- downtown area. A Downtown Livermore Station would create increases in traffic on downtown streets, but the analysis did not indicate any significant impacts. It is important to consider that much of the traffic entering the downtown to access BART would be traffic that would have already been traveling through the area to access the I-580 freeway if BART were not available. In addition the presence of BART will reduce the number of auto trips generated by land uses in the downtown. Also the traffic analysis was conducted with the assumption that there would be adequate parking near the BART station to accommodate the demand for BART. As a result the traffic analysis tends to overstate the impact. Accordingly it is not anticipated that LAVTA buses will experience more delay with a downtown BART station, than the delay that could be expected under the No Build Alternative.
- 106.14 This comment identifies a series of TOD limitations around the Vasco Road Station. These limitations are clearly identified in Section 5, Program Merits, of the Draft Program EIR. Section 5 states that residential development around the Vasco Road Station is constrained by existing industrial and public land use designations, which currently prevent future residential units beyond those associated with the City of Livermore's Brisa Neighborhood Plan (page 5-17, paragraph 3). This comment also correctly states that the Vasco Road Station area is projected to have less housing in 2030 than the Isabel/I-580 Station area. This is reflected in Table 5-4 of the document. However, the likelihood of overcoming the limitations of the Isabel/I-580 Station site, which include the City's Urban Growth Boundary and Airport Protection Area, is far lower than that of overcoming the land use designation restrictions around the Vasco Road Station. As noted in the Draft Program EIR, the latter could be overcome with amendments to the City of Livermore General Plan land use map (see pages 5-17 to 5-18), while the former would demand voter approval and an increase in the potential risk to public safety associated with airport-adjacent development (see Response 106.8 of this document).
- Finally, the Draft Program EIR identifies that the primary attraction of the Vasco Road Station is its potential to become a popular destination due to the large amount of employment in the station area. Please refer to Table 3.4-3 on page 3.4-7, which lists major employers in the station areas. Vasco Road has, by far, the largest number of employees within the station area.
- 106.15 Please refer to Response 83.1. The ridership forecasts showed that the Vasco Road Station is closed enough to the freeway to function as a freeway intercept station and attract traffic traveling over the Altamont Pass. Therefore, it would function similar to the Greenville East Station.
- 106.16 Section 4.4, Growth Inducing Impacts, in the Draft Program EIR includes a discussion of how the alternatives would influence local growth. The Draft Program EIR explains that transportation projects may hasten growth in certain areas, retard it in others, and intensify development in certain locations (page 4-4, paragraph 5). The Draft Program EIR does not conclude that the Downtown Livermore and Vasco Road stations would directly provide

new economic benefits that the others stations would not. Rather, it concludes that focused growth in these station areas would complement the direction of existing policies and plans guiding land use in those locations.

- 106.17 This comment supports the merits of the freeway alignment and Alternatives 1 and 4 and summarizes comments raised above. Please see Responses 106.1 to 106.16. The Draft Program EIR compares the ridership, environmental impacts and costs of the alignment alternatives. Comparisons between the various alternatives were made throughout the Draft Program EIR, most notably in the summary Table S-2 and Table 5-1 in Section 5, Program Merits. Although not in the Draft Program EIR text, costs for each alternative are provided in Appendix B. "Support for local efforts, initiatives, and policies to promote transit-oriented development," is one of the nine program objectives (see page 1-13) and is considered important in order to develop a self-sustaining core of future transit ridership. Increasingly, transit-oriented development is seen as key to building ridership, combating suburban sprawl, initiating "smart growth," and complying with state requirements, such as SB 32, to reduce greenhouse gases. It is appropriate for the policy goals of transportation agencies to evolve in response to changing conditions and increased understanding of the benefits of smart growth in addressing traffic congestion, energy use, and climate change. The District's System Expansion Policy was adopted in 1999 and presents a uniform set of criteria for evaluating future projects (page 1-14 of the Draft Program EIR). The District's extension polices could continue to evolve as the District assesses their effectiveness on generating ridership, preventing sprawl and its related impacts, such as greenhouse gases. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 106A

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): GEORGE REID Organization/Business: _____
Address: 596 WERANDA CT City: PILGRIM State: _____ Zip: 94766
Phone: _____ Email: greid5956@aol.com

COMMENTS / QUESTIONS:

106A.1

STICK TO SFO -
CHECK THE GEOLOGY / SEAM ALLOW



Letter 106A George Reid

- 106A.1 Please refer to Section 3.7, Geology, Soils, and Seismicity, in the Draft Program EIR regarding impacts associated with each of the alternatives including alternatives along I-580. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 107



0
01/04/2010 10:55 AM

To: info@barttolivermore.org
cc
bcc
Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, January 4, 2010 at 11:55:47

First_Name: Jennifer

Last_Name: Rieble

Email: theriebles@comcast.net

107.1 Message: BART is the best solution to our traffic problems along the 580 corridor. I hope that of the alternatives considered, that the first alternative (Alt #1) is the final choice. Keeping BART along the interstate is the most sensible solution. Of the other alternatives, I strongly support keeping BART along 580 as far as possible. I am strongly against running BART along El Charro, or building a station at Stanley and Isabel..

107.2 I have some questions about the El Charro route:
1. Would this change the Pleasanton plans to extend Stoneridge Drive to El Charro?
2. Have the developers of the Continuing Care Community in Staples Ranch been involved these discussions? Could they back out of the Staples Ranch plan due to noise from BART?

107.3 I am very concerned about new auto traffic generated by "inland" stations, especially at Isabel and Stanley. Stanley is already very busy, and the access to Stanley from Pleasanton means Valley and/or First Street, which cannot handle more traffic.

Please keep the tracks along 580, using either option 1 or 2.

Thank you for including Pleasanton in your considerations.

Sincerely,
Jennifer Rieble
Pleasanton

Submit: Submit

REMOTE_ADDR: 76.103.20.79
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; Comcast Install 1.0; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; OfficeLiveConnector.1.4; OfficeLivePatch.1.3)

Letter 107 Jennifer Rieble

- 107.1 This comment supports an alignment along I-580. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 107.2 Transportation improvements assumed in the Draft Program EIR are discussed on pages 3.2-36 and 3.2-37 of the Draft Program EIR; the extension of Stoneridge Drive to El Charro Road is included in the analysis. The proposed extension does not propose to alter this improvement. See Master Response 4, Staples Ranch, of this document, for a discussion of traffic and noise impacts to the Staples Ranch site. The developers of the Continuing Life Communities facility in Staples Ranch were not involved in discussions with BART prior to publication of the Draft Program EIR. Their comment letter on the Draft Program EIR is included as Letter 26 of this document. Please see Master Response 4 regarding the potential noise impacts at Staples Ranch and the Continuing Life Communities facility. Any binding commitments by the developers to develop the senior community at Staples Ranch would be between the developers and Alameda County.
- 107.3 The Draft Program EIR considers the traffic impacts due to the stations associated with each of the alternatives. For alternatives with “inland stations” (away from I-580), the station activity would result in traffic impacts on local streets (see Impacts TR-3 and TR-4 in the Draft Program EIR, starting on page 3.2-78). Alternatives 3a and 5, which would include the Isabel/Stanley Station, would result in arterial segments operating at unacceptable levels of service, as noted on page 3.2-86. However, as also noted on page 3.2-86, Stanley Boulevard would experience improved operation with Alternative 3a, although it would continue to operate at an unacceptable level of service due to other traffic. Alternative 3a would also result in unacceptable levels of service at 6 intersections in the study area during the morning peak hour and 7 intersections during the evening peak hour (see page 3.2-126 and 127 of the Draft Program EIR). Alternative 5 would result in unacceptable levels of service at 3 intersections in the study area during the morning peak hour and 7 intersections during the evening peak hour (see page 3.2-128 and 129 of the Draft Program EIR).

Letter 108



Dan Sapone
<danandgretta@sbcglobal.net>

01/03/2010 10:23 PM

To "info@barttolivermore.org" <info@barttolivermore.org>
cc
bcc
Subject No to BART over Pleasanton

108.1

The plans that bring BART tracks across Pleasanton all have significant drawbacks and we oppose them strongly. Those plans that bypass Pleasanton and proceed down 580 are the viable and harmless ways to bring BART to Livermore without disrupting long-planned developments that will bring much needed revenue and quality of life enhancements to Pleasanton.

Dan Sapone
Pleasanton, CA

Sent from my iPhone

Letter 108 Dan Sapone

- 108.1 Please see Master Response 3 for discussion of alignments along El Charro Road and through the Chain of Lakes, and Master Response 4 for a discussion of impacts to Staples Ranch. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 109

731 Hazel St
Livermore, CA 94550
January 19, 2010

BART Planning Department
300 Lakeside Drive
Oakland, CA 94612

Attn: Malcolm Quint

Dear Mr. Quint:

I attended the December 2, 2010, BART To Livermore meeting at Robert Livermore Community Center, Livermore, CA. I did not speak publicly at the meeting.

I am **against** BART track extensions beyond the Dublin-Pleasanton Station. I am definitely not the only resident of Livermore against a BART extension to Livermore. I do not hear our voice. I want to be sure BART hears that some of us, probably a large number of us, do **NOT** want BART.

- 109.1 Ten years ago I wanted BART extended to Livermore, but BART has missed the time window to come to Livermore. Neighborhoods have flourished near most BART alternatives. The city size has more than doubled since BART once promised that Livermore would be "the next extension." (Census population 1970 is 37,703.) In the meantime, obviously before any Livermore extension BART went to SFO and BART is now extending to Warm Springs.

1. Against routes that use existing rail lines

I am especially against ***all of the alternatives that would utilize Union Pacific Railroad or ex-Southern Pacific Railroad corridors or tracks.*** By *corridor* I also include aerial structures.

- 109.2
1. These railroad come too near several residential areas for BART traffic every 10 to 20 minutes. There is no mitigation that could make the noise acceptable. In fact my subdivision is too near the tracks of both lines.
 2. Nor do I want any residents in other parts of Livermore to have to contend with the noise. Currently some Livermore residents living near elevated commuter lines must stop talking while a train passes several times a day. They should not have to stop talking every 10 or 20 minutes.
- 109.3
3. Using these tracks or right of ways will diminish property values, and cost the state property tax revenues.
- 109.4
4. We are not interested in subsidizing the commutes of people who insist on living in the Central Valley or beyond, either in terms of money or in terms of time, with our BART subsidies.
- 109.5
5. I am especially against the idea of a Vasco station and/or an aerial structure. In Pleasanton the noise from BART is masked by freeway noise. At Vasco the noise will be a new, and very unwelcome, source. The traffic noise from a somewhat recent extension of Patterson Pass Road has increased neighborhood noise to an unpleasant level. We do not want more noise. Once my neighborhood was quiet.

- II. Against all routes to Greenville Road or Vasco Road.**
- 109.6 1. I am against all routes that go to Greenville or Vasco on the basis of **equity**.
- San Joachin County has paid ZERO, BART proposes to remove cars that come down the Altamont Pass from I580. San Joachin will never buy into BART in advance. Look at BART's record with respect to Livermore. Look on the web to test how unenthusiastic the Central Valley is to buying into BART.
- Yet, the prime beneficiaries of a line to Greenville will be the Central Valley, **not** those of us in Livermore and Alameda County who will subsidize it through continuous sales taxation and bonds.
- A Greenville or Vasco station will be mostly useless to residents of Livermore. The parking will long be filled by morning commuters from the Central Valley, what little parking BART does provide. Yet we will continue to subsidize even more riders from the Central Valley.
- THIS IS FUNDAMENTALLY UNFAIR TO LIVERMORE. IT IS NOT WHAT THE VOTERS IN 1969 SIGNED ONTO WITH THE BART SALES TAX REFERENDUM.**
- To be specific, BART would "come" to Livermore, but be useless to Livermore, and contribute nothing but noise and possibly more sprawl.*
- 109.7 2. Claims of cleaner air and less freeway congestion are, I will argue later, are spurious.
- 109.8 2. I object to a noisy 24-hour BART yard at Greenville or anywhere else along this line. I especially object to a Vasco yard. There are many houses off of VASCO. We can hear freeway traffic several miles away. We will certainly hear activities in a yard. Essentially BART would be heavy industry in a zone for light industrial use, such as warehouses.
- 109.9 3. I object to a BART presence along VASCO. Residential properties off of Vasco will suffer property value declines from the noise. Some of these houses are \$1,000,000. They produce a lot of property tax revenue. Any home owner whose value went down will press for reassessment, to the detriment of State and the city of Livermore.
- 109.10 4. BART would have to acquire existing businesses, according to *BART to Livermore* pamphlet. These businesses contribute taxes to Livermore. If they relocate outside of Livermore, Livermore loses tax revenue. BART itself is a tax sink, not a tax source.
- 109.11 5. The Urban Growth Boundary, which I support, inhibits TOD at Greenville. The best argument *against* TOD is the supremely ugly development just north of Dublin-Pleasanton station. Livermore residents support the UGB and do not appreciate ugly TOD.

BART's argument to remove cars from I580.

BART has some quixotic idea that it can remove cars from I580. There are 3 arguments against BART's claim.

109.12

1. Only a relatively small number of cars will be taken off the freeway, because to ride BART instead of drive, the driver has to park his car. The meager amount of parking at Dublin Station shows that the amount of parking is always insufficient during the week.

2. Even if BART built ample parking, the carrying capacity of the BART two-way rail line into Dublin is limited. BART can only operate a small number of trains per hour. The length of the train is limited by the hauling capacity of the engine. So it is an illusion that suddenly I580 will not be congested during weekdays.

3. ***The worst flaw in BART's claim is the tacit assumption that cars removed from the freeway and parked in BART garages will not be replaced by more cars.***

Any car removed from the freeway will be replaced by another car. Why? Residential construction in the Central Valley will become more attractive, the reason being greater highway access to jobs west of the Altamont. With houses, come commutes to the west. Companies in Silicon Valley will point to the Central Valley as a place of relative cheap houses, with the added selling point that the congestion or gridlock on I580 has eased. As a matter of historical record, it will not take long for it to return. Indeed, an attractive highway will aid long distance commutes from attractive places to live such as the Sierra foothills.

The illusion of an uncongested I580 is held up as a carrot for getting BART to Greenville. It is unrealistic and the assumptions about how people behave are deeply flawed. It will lead to the Los-Angelosing of the Bay Area and North Central California.

Solution

109.13

1. The crux of the highway problem is concentration of business in the Bay Area, and people living elsewhere. A very simple solution is to push the Central Valley as a good place for businesses. BART pushing east undercuts distribution of businesses.

2. The solution will be unpopular among movers and shakers but it is the right thing to do in the long run.

Some counter arguments for bringing BART to downtown Livermore.

109.14

At the December 2 meeting, some Livermore promoters stood up and said BART to downtown Livermore would revitalize the city, etc. etc.

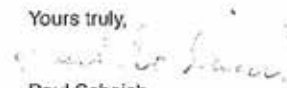
Somewhat later I asked a business owner if his store on First Street would benefit from BART. His answer was no. If you ask the rank and file business owner, and not the people whose job it is to promote the city, the picture is quite different from what I heard at the Livermore DPEIR meeting.

Some speakers promoted BART to downtown Livermore as if Livermore were Berkeley. The comparison is daft. Berkeley has UCB and its resources.

The cohorts for the Bankhead Theatre and the non-existent regional theater are a vocal and pushy crowd. They are not representative. The idea that BART would pay \$3B - \$6B; so that an actor could ride BART to Livermore instead of take a taxi from Dublin-Pleasanton station (their example) is silly.

- 109.14 cont.
- The idea that BART would produce a renaissance of downtown Livermore is false.
- No one at the meeting explicitly opposed bringing BART to Livermore. Various routes were objected to on various grounds. That does not mean those Livermore residents would be in favor of some other route. My conclusion from all the objections is that Livermore should reject BART.
- After the meeting I told one person who spoke for a downtown route, that I was against all routes. I was surprised when he admitted he was too: he had just picked the least noxious route for urban sprawl. (This person had read a long excerpt on Fresno's sprawl into the format record.)
- So there you have it. When some people spoke for a route, they viewed it as less worse than other alternatives. As a forced choice between alternatives, they tried to pick the least bad.
- My position is that all the proposed alternatives to extend BART tracks to Livermore are bad and none should be implemented! I am especially opposed to aerial structures and using existing rail lines or rights of ways.*
-
- 109.15
- Other**
1. Crime. Others at the December 2 meeting objected to BART routes on the basis of crime. BART generally brushes these concerns off with sophisticated arguments, such as: Crime doesn't increase - if it did BART police would arrest the robber when he showed up at the station with a TV (attributed to a BART representative in a newspaper).
- Gang access to Livermore through BART is a concern to some residents, including myself. Some spoke against a BART alternative as too close to Granada High School. The other high school is a short walk from First and Fourth Streets. So BART could come near either high school. I came to understand the expressed concern at the meeting in terms of a gang problem we do not want to grow worse.
- As a concerned citizen who has telephoned PG&E and the police about gang markings that I occasionally see in or outside Livermore, I do not want wider outside gang access to Livermore.
-
- 109.16
2. Shortage of BART equipment. Currently BART lacks enough cars to make the evening commute to Pleasanton standing room. The 10-car trains go to Pittsburg. It will be years before BART buys more cars (reported by SJ Mercury, January 19, 2010).
- So apart from track extension east of Dublin-Pleasanton, BART has no cars to support the extension. Where is that money to come from? Another sales tax hike? "We have tracks but now we need sales tax to buy more cars." Or is this something that is supposed to magically fix itself?
- Or does BART think that the same number of cars for an extension will work? That undercuts the argument for removing cars from I580. The occupants have to have riding space. The commute trains are full at Dublin-Pleasanton.

Yours truly,



Paul Schaich

Letter 109 Paul Schaich

- 109.1 This comment concerns the merits of the project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 109.2 As shown in Figures 3.10-6 through 3.10-14 of the Draft Program EIR, noise levels at homes adjacent to the tracks are predicted to result in significant noise level increases with the addition of BART trains along this alignment. The Draft Program EIR also indicates that noise levels in other areas of Livermore could also experience significant noise level increases with the addition of BART train noise to these areas. The mitigation strategies described under NO-1.1 on page 3.10-53 would substantially reduce impacts related to BART train noise; however, sufficient information is not available at the program level to conclude with certainty that mitigation would reduce this impact to a less-than-significant impact in all circumstances. BART acknowledges that noise impacts from operations in some areas could be a significant and unavoidable impact.
- 109.3 A change in property values and property tax revenues, in itself, is not considered an environmental impact under CEQA.
- 109.4 See Master Response 8 for a discussion of Livermore's funding contribution.
- 109.5 The Draft Program EIR contains a full discussion of noise impacts in Section 3.10, Noise and Vibration. As illustrated on Figures 3.10-9 and 3.10-10, there could be significant noise impacts from BART operations on sensitive receptors south of the UPRR and west of Vasco Road (west of the Vasco Road Station). Also, as noted on page 3.10-55 of the Draft Program EIR, noise impacts from the Vasco Road Yard are considered to be less-than-significant.
- 109.6 San Joaquin commuters will benefit from stations on the east side of Livermore, but they would not be the only beneficiaries. As indicated in the parking discussion beginning on page 3.2-138, with the exception of the Downtown Livermore Station, the available parking supply at Livermore extension stations would match the daily peak parking demand. Parking demand includes both local Livermore patrons and those from San Joaquin County, so Livermore residents would have opportunities to park at the BART stations. Improving ridership on the BART system through a Livermore extension would help remove additional cars from I-580. One of the principal objectives of a BART extension is to provide congestion relief along the I-580 corridor through the Tri-Valley area. This would provide benefits to Tri-Valley residents as well as commuters from the Central Valley. See Master Response 8 for a discussion of Livermore's funding contribution.
- 109.7 Please refer to Response 109.12.

- 109.8 The potential noise impacts from the operation of maintenance yards are described starting on page 3.10-54. Based on conservative assumptions, the assessment concluded that noise impacts may be significant near the Greenville Yard and Portola/Railroad Yard. Mitigation Measure NO-2.1 on page 3.10-56 is expected to reduce impacts to less-than-significant levels. As noted on page 3.10-55. Noise impacts from the Vasco Road maintenance yard are less than significant. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 109.9 A change in property values and property tax revenues, in itself, is not considered an environmental impact under CEQA.
- 109.10 The Draft Program EIR analyzes and provides mitigation for displacement of businesses; see pages 3.4-15 to 3.4-23. A change in property values and property tax revenues, in itself, is not considered an environmental impact under CEQA.
- 109.11 As noted in this comment, the Urban Growth Boundary (UGB) represents a considerable challenge to TOD surrounding the Greenville East Station. As explained in the Draft Program EIR, Section 5.4, Regional Transit-Oriented Development Policies, the residential development potential of Alternatives 1, 1a and 1b is limited due to the fact that the majority of the eastern portion of the Greenville East Station area is located outside the City of Livermore and Alameda County UGBs (page 5-16, paragraph 3). The resulting future housing deficit in the station area, as compared to the target set by MTC Resolution #3434 TOD policy, is shown in Table 5-4 (page 5-15). The conflict between the Greenville East Station and UGB is also identified as a key environmental consideration in Table S-2 of the Draft Program EIR (page S-13).
- 109.12 The Draft Program EIR evaluates the impacts of the alternatives on the I-580 freeway (see pages 3.2-65 to 3.2-78). Traffic conditions for each of the alternatives and the No-Build Alternative were evaluated for each of the 10 freeway segments on I-580 between Hopyard Road to the west and a point east of Greenville road at the eastern end of the corridor. The alternatives showed a range of impacts as compared to the conditions with the No-Build Alternative. The alternatives would result in improved operation on 5 to 7 of the ten segments, but would also result in a deterioration of conditions on 1 to 4 segments. All of the alternatives would cause a deterioration of conditions on I-580 east of Greenville Road. This is due to the increase in travel over the Altamont Pass by drivers wishing to access BART. While the alternatives will attract some new travelers over the Altamont Pass, most of the those drivers attracted to BART would be individuals who already were driving the I-580 corridor between San Joaquin County and the Bay Area, who decide to use the extended BART to Livermore service. This type of diversion results in less traffic on I-580 to the west of the BART stations which are intercepting trips from the San Joaquin Valley. The majority of the riders forecast to use the BART extension actually come from Livermore and the surrounding areas of the Tri-Valley within Alameda County. Many of these transit trips would be made by auto drivers who would have used I-580 prior to the availability of BART. This type of trip also reduces the traffic on the freeway west of the

- BART stations that are intercepting these locally generated trips. However, when the BART station is located on the freeway, such as the Isabel/I-580 Station, it also attracts trips to the freeway from the local area that would not have used the freeway but now must use I-580 in order to access BART. This type of trip results in worsening conditions to the east of the station that is attracting these drivers. Overall, as is shown in the analysis, there will be a net beneficial impact on the freeway between Hopyard Road and Greenville Road. In terms of growth inducement in San Joaquin County it is important to note that the capacity bottleneck for traffic between San Joaquin and Alameda Counties is the Altamont Pass. The BART extension alternatives will not provide additional travel capacity over the Altamont Pass and as such would not create an incentive for additional growth in San Joaquin County.
- 109.13 There are a variety of reasons why businesses chose to locate in one area versus another, including transportation options and commute times. BART provides an additional transportation option, which can be good for business as well as commuters. The commentor prefers that BART not be extended to Livermore, i.e., the No Build Alternative. The BART Board of Directors will consider the merits of the No Build Alternative as well as the alignment alternatives during the final hearing to select a preferred alternative.
- 109.14 Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station to the character and quality of Downtown Livermore. The commentor prefers that BART not be extended to Livermore, that is, the No Build Alternative. The BART Board of Directors will consider the merits of the No Build Alternative as well as the alignment alternatives during the final hearing to select a preferred alternative.
- 109.15 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.
- 109.16 BART is in the process of procuring new cars to replace its existing fleet, though as noted by the commentor, delivery of the new cars is not expected until approximately 2017. However, the additional 54 to 89 new rail cars required for the BART to Livermore Extension would be funded separately as part of the project. Potential project impacts related to revenue vehicle (rail car) loading and overall rail car requirements are addressed in the Draft Program EIR (see pages 3.2-59 to 3.2-65). The costs for new rail cars are included in the cost estimates for each alternative (see Appendix B).

Letter 110

BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Joan Seppala Organization/Business: _____
Address: 7911 Mines Rd City: Livermore State: CA Zip: 94538
Phone: 925-872-9533 Email: joan.seppala@gmail.com

COMMENTS / QUESTIONS:

110.1 I support an alignment that runs along I-580, goes underground at Portola to a downtown station, then east to the Vasco station.

I want to support the city's downtown cultural district and downtown revitalization, access to the laboratories, and access to commuters from the east.

I am opposed to the Isabel and Greenville stations, because I believe that in order to achieve adequate transit oriented development, the city's Urban Growth Boundary would be threatened.

I understand that we can mix and match portions of different routes. You did the ^(BART presentation) ~~did~~ not make that clear.



Letter 110 Joan Seppula

- 110.1 The commentor supports a subway alignment along Portola Avenue with a downtown station and a station at Vasco Road. As noted at the end of the comment, this alignment is a “mix and match” of portions of different alternatives. As a result of public comment, BART has developed a tenth alternative, Alternative 2b — Portola-Vasco, which replicates the commentor’s mix and match alternative. This alternative would originate at the existing Dublin/Pleasanton Station in the median of I-580, diverge from the I-580 corridor at Airway Boulevard (just west of the existing Portola interchange), transition to a subway under Portola and Junction Avenues to a station adjacent to the existing ACE station in Downtown Livermore, and extend at-grade parallel to the existing UPRR tracks to a terminus station at Vasco Road. See Section 1.4 of this document for a full description and analysis of impacts of Alternative 2b. Please refer to Section 5.4, Regional Transit-Oriented Development Policies, in the Draft Program EIR for a discussion of the housing opportunities and constraints associated with each alternative, including the urban growth boundary.

Letter III

**COMMENTS PRESENTED TO THE BART PUBLIC HEARING
NOVEMBER 18, 2009
HENRY D. SHAY**

What are the principal criteria for choosing between the several BART extension options? It should take traffic off of I580 and have sufficient ridership to warrant a reasonable number of trains each day. It should have its stations so sited to have adequate land for parking spaces, and its terminus should be suitable for a sizeable rail yard for nightly storage of trains. It should connect with the ACE train and with bus service. It should make use of readily available right-of-way. It should be as inexpensive as possible.

111.1

Three of the nine options have their terminus at the Greenville East Station, where there would be a rail yard and a transfer point to the ACE train. One of these, **Alternative #1, Greenville East**, would have a second station that is also located on the I580, at the intersection with Isabel. This alternative is the only one fully taking advantage of the I580 right-of-way. It would be about \$1B cheaper than the other two that also end at the Greenville East Station. It would increase the BART ridership by 31,700 riders per day, the most of any of the alternatives.

Alternative 1, Greenville East, satisfies all the criteria and is probably the easiest to bring to timely and successful fruition. **I support this alternative.**

Proponents of a regional theater in Livermore propose to subsidize its building with tax revenues from about 2000 units of high density housing downtown. Since the Livermore City Plan of 2003 does not provide adequate enlargement of the road network to accommodate the additional traffic, it has been proposed that most of the residents use BART to get to work. The assumption that most of these residents would walk to a downtown BART station is specious. Consider these "home origin" statistics of our Blue line taken from BART's "2008 Station Profile Report":

111.2

Station of "home origin"	"home origin" daily ridership	% of "home origin" riders walking to BART
Dublin/Pleasanton	5567	4%
Castro Valley	2102	14%
Bay Fair	5728	16%
San Leandro	3982	23%
Coliseum	2586	12%
Fruitvale	5486	17%
Lake Merritt	2987	45%
West Oakland	4134	16%

Even with the generous assumption that 25% of the residents of the new high density housing would walk to a downtown BART station, they would comprise only about 1000 "home origin" riders each day. The decision to bring BART into downtown Livermore should not be predicated on such a low ridership. The downtown Livermore station does not make sense.

I conclude: choose **Alternative 1, Greenville East**.

Letter 111 Henry Shay

111.1 The nine program objectives for the BART to Livermore extension are outlined on pages 1-12 and 1-13 of the Draft Program EIR and include some of the factors suggested by the commentor such as alleviating traffic congestion and connection with ACE service. In addition, other criteria for the extension are provided by BART's System Expansion Criteria and MTC's Resolution #3434. These policies are presented beginning on page 1-13 of the Draft Program EIR. These criteria and policies go beyond the initial requirements of creating a functioning rail extension to the land use and planning policies that would generate a long-term and sustainable ridership that enhances local communities as well. The BART Board of Directors will consider the merits of the alignment alternatives and their ability to satisfy program objectives during the final hearing to select a preferred alternative.

111.2 Please see Master Response 2 in this document regarding the assumptions and methodology used for estimating BART ridership. Table 3.2-22 on page 3.2-57 and 58 of the Draft Program EIR indicates the percentage of the estimated ridership that would walk to the BART stations. For the Downtown Livermore Station the percentage ranges from 4 to 7 percent depending on which alternative alignment is considered. These percentages are for all trips, residential and non-residential, using the stations. It is likely that the percentage of trips from individual residential developments located near the station would be much higher. This is taken into account in the ridership estimates for that level of development currently allowed by the City of Livermore in the downtown area. It is important to note that the 2008 data shown in the comment on the percent of home origin riders walking to BART stations is a percentage of all the riders by all modes going to each of the BART stations shown. This is not the same as the percentage of all persons living within one-half mile of a BART station that would walk and use BART.

This comment also expresses a preference for Alternative 1. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 112**COMMENTS PRESENTED TO THE BART PUBLIC HEARING****December 2, 2009****HENRY D. SHAY**

The extension of BART along I580 with stations at Isabel and Greenville offers many opportunities for community development in addition to its obvious benefit of reducing traffic on I580.

112.1 Consider the area of Livermore north of I580, near the construction of the new Isabel interchange. It hosts score upon score of high density residential units, many acres of business parks, and a greatly enlarged campus for Las Positas Community College. With the completion of the extension of Portola Avenue over I580 and the addition of a BART station, this area will become a very attractive addition to Livermore.

112.2 Similar potential exists at the area around the proposed BART site at I580/Greenville Road. Critics have complained that it is not zoned for residential development, but deliberations in a Livermore City Council meeting (**City Council minutes of 2/9/04**) unequivocally indicate that this objection is easily overcome. Referring to the BART parcel at I580/Greenville, "CM [Council Member] Leider said the General Plan Steering Committee had agreed that it did not want a message sent to BART that Livermore was not interested in the extension. She said the newer regulations stipulate that Livermore would have to build a TOD [Transit Oriented Development] where a BART station would be. She said that this property was within the UGB [Urban Growth Boundary] and to have a General Plan Amendment to change the zoning would not require a vote of the people." The thrust of her statement was subsequently incorporated in a **City Council Resolution**, also dated 2/9/04. The Livermore City Council has, therefore, been quite explicit: the area near the BART property at the proposed Greenville site can be rezoned for residential units without undue delay.

112.3 So – in addition to all of its other advantages, a BART extension along I580 offers excellent community develop possibilities for Livermore. We should not forget too that it is about \$1B cheaper than the other alternatives ending at Greenville and that its right-of-way will not be a magnet for dilatory lawsuits.

I conclude: choose **Alternative 1, Greenville East.**

Letter 112 Henry Shay

112.1 Comment noted.

112.2 This comment references Livermore City Council meeting minutes from February 9, 2004. At that time, BART extension planning in the City of Livermore was focused on BART-owned property at Greenville Road. As shown in Figure 3.3-4 (page 3.3-21) and 3.3-5 (page 3.3-29) of the Draft Program EIR, the City of Livermore General Plan (adopted in 2004) designates this property for BART land use, and establishes a BART TOD Transitional Area in association with it. As is evident in the Draft Program EIR in Figures 3.3-4 and 3.3-5, these City-designated planning areas are within the UGB.

However, over the course of the BART to Livermore planning, scoping and community outreach processes, the location of the proposed terminus station was moved from the BART-owned site west of Greenville Road to a site further east of the road and south of I-580. This new, easterly site is the location of the Greenville East Station assessed in the Draft Program EIR. As shown in Figure 3.3-4, the station footprint is largely outside of the UGB. As a result, accomplishing transit-oriented development in a large portion of the station area would require a voter-approved amendment to the City's UGB.

112.3 As illustrated in the Draft Program EIR in Figure 3.3-4, though the Isabel/I-580 Station is within the city limits and UGB, a portion of the station area lies outside the UGB. The station is also within the Livermore Airport Protection Area. Both these issues could affect future development and particularly, transit-oriented development, around the Isabel/I-580 Station site. See Response 112.2 above for a discussion of the development possibilities at the Greenville East Station site.

Letter 113



0
11/12/2009 09:31 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, November 12, 2009 at 22:31:03

First_Name: becky
Last_Name: simpson
Email: simpsonbg@msn.com

113.1

Message: Please do not use diesel trains to bring BART to Livermore. Bart is supposed to be clean.

Submit: Submit

REMOTE_ADDR: 67.123.241.22
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB6; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.2)

Letter 113 Becky Simpson

- 113.1 This program-level environmental analysis assumes that the BART extension to Livermore would use existing BART technology and electric-powered vehicles. The only location where BART is using diesel-powered vehicles is in eastern Contra Costa County, which will use independent, diesel-powered vehicles, known as diesel-multiple units (DMUs) as part of BART's East Contra Costa County extension, known as eBART. A future project-level environmental analysis for the Livermore extension may include diesel vehicles as part of a study to analyze a variety of transit modes, and environmental impacts associated with diesel emissions would be considered at that time.

Letter 114



0
01/21/2010 04:12 PM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 17:12:22

First_Name: Paul

Last_Name: Smith

Email: paul.smith@pse.com

114.1

Message: Base upon the initial draft BART to Livermore Program EIR it is clear that the critical process for evaluating and selecting the optimum train route is performing the detailed analysis on the three proposed locations. As the EIR states this process is yet to be performed and I suggest members of the public and community be invited to participate on the evaluation team. From my perspective the most effective route layout and least cost would be to utilize the two I580 freeway locations, Isabel Ave and Greenville. These locations are adjacent to the existing freeway system that already carries the majority of public that commute by driving cars into into the Livermore Valley and Bay Area. This would allow a vast majority of drivers and local or outlying Livermore Valley residents quick and easy access to the BART train system thus more likely to gain ridership. I am also a firm believer that the freeway train route would be significantly less in capital investment dol!

lars versus running the system into downtown Livermore. I urge the SF-BARTD to perform a comprehensive, thorough and detailed analysis of each proposed location including a cross-section that represents the public in both the Livermore Valley and surrounding areas from where the public ridership will come from. Please carefully consider these comments and suggests as you move forward with the project.

Respectively,
Paul A. Smith

Submit: Submit

REMOTE ADDR: 204.61.34.29
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.1)

Letter 114 Paul Smith

- 114.1 As noted in the comment, BART staff will prepare a Preferred Alternative Memorandum (PAM) that will recommend a preferred alignment. The Preferred Alternative Memorandum will be distributed to a variety of stakeholders, including the Tri-Valley Regional Rail Policy Working Group, the Livermore City Council, other public agencies and elected officials, and will be available for review by the public. These community representatives, as well as individual members of the public, can then make their recommendations to the BART Board. This process is outlined on page S-29 of the Draft Program EIR. The BART Board is expected to select a preferred alternative in mid-2010.

Letter 115

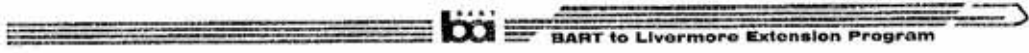
BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Dr. Tracy Smith Organization/Business: VA Medical Center
Address: 2799 Crater Road City: Livermore State: CA Zip: 94550
Phone: (425) 245-1350 Email: Trouteyer@SBCGlobal.net

COMMENTS / QUESTIONS:

- 115.1 Would like deep consideration given to noise pollution and please consider Option 1 - for better cost effectiveness.
- 115.2 Pleasanton has had their station on the 580 corridor for years & they are doing well in their Downtown.



Letter 115 Tracy Smith

- 115.1 The Draft Program EIR contains a thorough evaluation of noise impacts; see Section 3.10, Noise and Vibration. The BART Board of Directors will consider the merits of the alignment alternatives, including potential noise impacts, during the final hearing to select a preferred alternative.
- 115.2 This comment notes that though the Dublin/Pleasanton Station is on I-580, Pleasanton's downtown area is doing well. This comment concerns the merits of the project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 116



0
11/17/2009 07:53 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, November 17, 2009 at 20:53:03

First_Name: Erin
Last_Name: spoden
Email: erinspoden@sbcglobal.net

116.1

Message: I LIVE RIGHT ON THE CORNER OF EL RIO CT AND SCENIC WHICH IS LOOKING DIRECTLY ACROSS THE PROPOSED SITE I THINK FOR BART, IS THIS WHERE THE PARKING LOT IS GOING TO BE. ACCORDING TO THE MAP YOU SENT IN THE MAIL IT LOOKS LIKE THE STATION ITSELF IS GOING TO BE A LITTLE FURTHER UP THE ROAD, WHICH WE ARE HAPPY ABOUT, BUT OUR CONCERN IS IF I'M CORRECT ABOUT THIS LOCATION BEING THE PARKING LOT IS THERE GOING TO BE A RETAINING WALL AND HOW TO WE KEEP PEOPLE FROM PARKING IN OUR COURT ARE YOU GOING TO ASSIGN STICKERS FOR OUR CARS FOR ALL OF THE HOMEOWNERS ON OUR STREET. THANK-YOU

ERIN SPODEN-925-606-5834

Submit: Submit

REMOTE ADDR: 75.18.168.4
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322; yie8; yplus 5.1.05b)

Letter 116 Erin Spoden

- 116.1 Several of the BART alternatives include a maintenance yard north of I-580 and east of Laughlin Road. Although Alternative 1 includes a BART guideway parallel to and north of I-580, there would be no station or maintenance facilities west of Laughlin Road. The best illustration of this is Figure 2-5 of the Draft Program EIR. Parking impacts and mitigation at station sites are discussed beginning on page 3.2-138 of the Draft Program EIR.

Letter 117

John Stein
1334 Kathy Court
Livermore, California 94550

January 20, 2010

Mr. Quint:

I enjoyed the meeting on bringing BART service to Livermore, but due to time limitation many of my questions could not be fully explored. I have therefore decided to submit comments on the Program EIR in writing.

- 117.1 The City of Livermore has a requirement that, with a few exceptions, requires that traffic on local streets be maintained at or below mid level D. Which stations will be able to meet this requirement? Will traffic mitigations be required and how will they be funded? Has the traffic analysis of the proposed downtown station taken into account the traffic caused by students arriving at Livermore High and Junction Middle School during the peak morning commute? Have the intersections at First and Maple and First and Inman as well as Livermore and Portola and Livermore at Junction been looked at in detail? In the same way have the arrival of employees at LLNL and their affect on a traffic analysis of the Vasco and Greenville Road stations been analyzed?
- 117.2 It is difficult to understand the noise analysis. All of the non freeway routes run through or near residential neighborhoods. Based upon existing schedules how many trains will pass an existing point along the right of way on a typical weekday? How does this number compare with current levels of track use by UP and ACE? How many of those trains will run before 8:00 AM or after 8:00 PM? What sort of noise levels are created by track maintenance equipment during late night hours?
- 117.3 What neighborhoods will notice a detectable increase in perceived noise levels? Could you provide contours of changes in noise levels along the various rights of ways? How many individual homes might be affected? How does a BART right of way affect the sale price of homes adjacent to the right of way versus those a few hundred feet away?
- 117.4 Has the EIR identified noise sensitive sites like schools, hospitals, churches, theaters and assisted living senior centers? How will noise and vibration be mitigated for these uses?
- 117.5 Will vibration affect historical structures and how can this be mitigated?
- 117.6 Sound walls are suggested as mitigation. What are the dimensions of a typical sound wall for an at grade track and how far does it have to extend beyond the location of residential development. Who is responsible for maintenance and graffiti removal and how well are the sound walls maintained? Beyond the visual impacts, what would the cultural effects be of bisecting a community with a large continuous double wall? Can sound wall like structures be used to mitigate noise from ventilation shafts of underground right of ways?

- 117.8 It is unclear how the level of TOD development around the various stations was determined. Could you describe the assumptions and methods used in detail? Was it based upon the City of Livermore's Zoning Map or its General Plan? It appears that only the Greenville station has a large amount of TOD development planned and approved. Who will pay for the General Plan changes and approvals required? Was the level of TOD development based upon vacant land available or will it require demolishing a significant number of existing structures? Will eminent domain to acquire land either for the BART stations or the proposed TOD?
- 117.9 The City of Livermore Consultants, staff and perhaps City Council appear to be focusing on an option that would result in an underground route from the I-580 Freeway to an underground downtown station and then to an end of line station at Vasco Road. The downtown station would have limited parking, perhaps 500 to 10000 spaces, to reduce traffic impacts. Based upon cost and ridership of this alignment is this a viable option?
- 117.10 The downtown BART station proposed in the EIR will occupy 27 acres and have approximately 4000 new TOD residential units clustered around it. This would occupy about 100 to 150 acres of the downtown, most of the entire area. What mitigations will be required to retain the small town culture and the as built historical structures in the face of this massive redevelopment of the area?
- 117.11
- 117.12 With recent improvements in tunnel boring equipment and the reduced costs would a dual tunnel alignment along the proposed Portola route be preferable to a cut and fill under grounding of the BART tracks? In fact would an underground alignment under the I-580 routes be a way to avoid major traffic delays and requirements for additional right of way? It would avoid many traffic disruptions and allow for underground stations with easy access to both sides of the freeway.
- 117.13 Why was the Greenville station moved from North of the freeway on BART owned land to a location south of the freeway? As an interim end of line station would a station north of I-580 make sense surrounded by 5,000 to 6,000 surface parking spaces?

Thank you for the opportunity to comment.

John Stein (925) 449-7896



Letter 117 John Stein

- 117.1 The Draft Program EIR considers the traffic impacts due to the stations associated with each of the alternatives. Please refer to Tables 3.2-27 to 3.2-30 starting on page 3.2-88 of the Draft Program EIR which provides a summary of the traffic impact analysis. Three intersections were studied in the area near Livermore High and Junction Middle School. These are #6 Portola Ave/Livermore Ave, #7 Livermore Ave/Chestnut Street, and #8 First Street/Livermore Avenue. These intersections are representative of the conditions in the area. The traffic analysis is based on counts of existing traffic which includes current traffic generation from the schools in this area. The intersection of Portola and Livermore Avenues would experience conditions worse than midrange level of service D during the AM peak hour period for the No-Build Alternative (that is, even without a BART extension) and also for all of extension alternatives. The other intersections mentioned by the commentor were not analyzed, but a similar result would be expected. A similar analysis was conducted in the vicinity of the Vasco Road and Greenville East Station and the analysis includes the full impact of planned employment in the area, including employment at the Lawrence Livermore National Laboratories. The Draft Program EIR, pages 3.2-129 to 3.2-132, includes mitigation measures where feasible to address traffic impacts. When traffic improvements adopted as mitigation measures are carried out by other agencies, BART will contribute its fair share of funding as appropriate for the traffic impacts attributable to the BART extension.
- 117.2 The analysis for the proposed alternatives assume a train will pass in each direction every 12 minutes resulting in up to 10 trains passing a point every hour between 4 a.m. and 12 a.m. (weekdays). This is equivalent to about 200 train trips per day. These can vary from 5 to 10 car trains. The City of Livermore General Plan adopted in February 9, 2004, and amended in June 2009 estimates that the Altamont Commuter Express (ACE) makes six trips per day and freight trains make about five trips per day through Livermore. The freight trains can have up to 60 to 80 cars per train, and can generate higher noise levels than a 10-car BART train. However, over the course of a day, there may be more than 10 times more BART train trips than freight and ACE trips. Please see Response 26.2 for discussion of noise levels during maintenance of the tracks.
- 117.3 While contours and the exact number of individual homes impacted by increased noise levels are not available in the program-level EIR analysis, Figures 3.10-6 through 3.10-14 in the Draft Program EIR show the areas along the alignment that are expected to experience significant noise levels from the BART trains.
- 117.4 This comment addresses the potential impact on home prices that could result from BART extension alternatives. A change in property values and property tax revenues, in itself, is not considered an environmental impact under CEQA.

- 117.5 The Draft Program EIR specifically examines noise impacts to schools, hospitals, churches, and senior centers. The potential impacts to these types of receptors are addressed starting on page 3.10-22 of the Draft Program EIR. No school, church, or senior centers were identified as being significantly impacted by the proposed alternatives. However, Alternatives 1a, 1b, 2a, and 3a were found to have significant noise impacts to sensitive receptors in Downtown Livermore. This would include theatres located in the downtown area. Various noise mitigation measures as outlined under NO-1.1 on page 3.10-53 would be examined to reduce noise levels, e.g., sound walls. The potential for vibration impacts are addressed starting on page 3.10-65 of the Draft Program EIR. No school, church, or senior centers were identified as being significantly impacted by the proposed alternatives. However, Alternatives 1a, 1b, 2a, and 3a were found to have significant vibration impacts to sensitive receptors in Downtown Livermore. Vibration mitigation measures as outlined under NO-6.1 on page 3.10-69 would be examined to reduce vibration levels. Sufficient information is not available under this program-level analysis to conclude with certainty that these mitigation measures would reduce impacts to less-than-significant levels. BART would carefully examine noise impacts and mitigation measures in greater detail based on project-specific designs when preparing a project-level EIR, to determine if impacts can be further reduced.
- 117.6 Three historic sites of particular interest near the proposed alignments include: 4221 Las Positas Road, Rancho del Charro (on El Charro Road), and Trevarno Road Historic District. These are all located more than 140 feet from the proposed alignments where the tracks are at grade. Impact NO-6 starting on page 3.10-65 of the Draft Program EIR describes how vibration impacts may be considered significant if structures are located within 125 feet of the tracks. Given that these historic structures are more than 140 feet away from the tracks, vibration impacts during operation of the proposed BART trains are not expected to have significant impacts on these historic resources.
- 117.7 At the stage of this program-level EIR analysis, the exact location and size of the sound walls are not known. The approximate areas of required mitigation are shown in the Draft Program EIR in Figures 3.10-6 through 3.10-14. Typically, sound walls can be anywhere from 5 to 15 feet tall and are most effective when they are located close to the noise source or receptor. Generally, they need to extend in each direction at least four times the distance between the receptor and wall. The parties responsible for maintenance of the sound walls depend in part on the location of the walls. Possible responsible parties may include BART, the City of Livermore, and Caltrans. Depending on the specific location of the ventilation shafts, shielding can be used to mitigate noise from these shafts. Refer to pages 3.3-48 to 3.3-52 for the potential for BART structures and associated facilities to divide a community. As discussed, many of the areas where the BART alignments are proposed, such as along I-580 and the UPRR corridor, are already divided by the existing transportation corridor, and BART structures and associated sound walls may reinforce this separation.

117.8 The Draft Program EIR contains a broad, comparative assessment of the degree to which each alternative satisfies the corridor-level housing threshold of 3,850 units established by MTC's Resolution #3434 (page 5-11, paragraph 2). Potential station area housing units for the year 2030, as identified in Table 5-4 (page 5-15), are based the number of existing (2008) units in each station area combined with housing projections for the City of Livermore "Change Area" in which the station is located. "Change Areas" are areas of Livermore identified by the City as expected to house much of the City's future growth (page 5-14, paragraph 6). Projections for the number of future units in each "Change Area" were calculated during the City of Livermore General Plan EIR process, and consider land use policies and plans that define future development in each area. For example, the Downtown Specific Plan Change Area, in which the Downtown Livermore Station Area is located, is projected to accommodate a maximum of 3,259 additional units by 2030, as allowed by residential density and land use designations established in the Downtown Specific Plan. Conversely, as shown in Table 5-4 and explained in the text, the Greenville East Station area is located partially outside the Urban Growth Boundary and contains large amounts of agricultural resources (page 5-16, paragraph 3). Therefore, the area contains no housing at present and is not expected to accommodate any new housing by 2030.

Although large amounts of the property in which future TOD is expected to be located is vacant, projections of future TOD development are not based entirely on available vacant land. For example, housing projections in the Downtown Livermore Station area are based on maximum build-out allowed under the Downtown Specific Plan, whose land use policy is based on an assessment of "Likely Redevelopment Sites." These are sites that, at the time of plan preparation, were "vacant or assumed to be vulnerable (not developed with a use or intensity that allows the highest economic return on the land and therefore vulnerable to the market forces that trigger redevelopment)..."⁶⁰ Please refer also to Responses 106.5, 106.6, 106.7, and 106.8 of this document, regarding the TOD potential around the Downtown Livermore Station.

In order to satisfy MTC Resolution #3434 housing density thresholds, and consistent with BART's System Expansion Policy, BART anticipates that the City of Livermore will adopt a Ridership Development Plan (RDP) to encourage housing development. The RDP strategy development would be funded by the City, and may take the form of a Specific Plan, General Plan amendment, zoning code update, or other actions.

Eminent domain would likely be required to acquire land for BART station development. As stated in the Draft Program EIR, land acquisition would be required to accommodate BART stations, associated parking, rights-of-way, and maintenance facilities. Under Mitigation Measure PH-2.1, property acquisitions would comply with California Relocation Assistance and Real Property Acquisition Guidelines.

⁶⁰ City of Livermore, 2004. *Downtown Specific Plan*. pages 4-2 to 4-3.

- 117.9 The comment refers to new alternative that has been added to the Program EIR. The new alternative, Alternative 2b, would be a subway under Portola Avenue to a downtown underground station and would continue at grade to a terminus station at Vasco Road. Alternative 2b is described in detail in Section 1.4 of this document. The costs and ridership of Alternative 2b are not substantially different than the other two-station alternatives that also serve Downtown Livermore. For instance, Alternative 2b's estimated cost is \$3.83 billion, while the estimated cost for Alternative 2a, which does not have a subway but serves the same two stations, is slightly lower at \$3.8 billion. Other two-station alternatives through downtown (Alternatives 1a, 1b, and 3a) are estimated at approximately \$3.38 to 3.65 billion. The other two station alternatives that do not serve downtown (Alternatives 1, 2) are estimated to cost between \$2.92 billion and \$3.28 billion. Ridership on all of the two-station alternatives is relatively comparable, from a low of 29,700 to a high of 31,900 daily riders. Accordingly, Alternative 2b is considered a viable option, similar to other two-station alternatives serving downtown. The merits of this and the other alignment alternatives will be considered by the BART Board during the final hearing to select a preferred alternative.
- 117.10 As noted in this comment, the Downtown Livermore Station would be situated on an approximately 27-acre site. However, as noted in Response 117.8 of this document, the quantity of future TOD projected for the station area is based on adopted City of Livermore land use policy contained in the Downtown Specific Plan (DTSP). The DTSP would distribute residential development throughout the approximately 275-acre Downtown Specific Plan area. Although this projection represents the existing development potential of the downtown area, this potential is much more likely to be fulfilled following development of a BART station. BART's System Expansion Policy calls for the adoption of a Ridership Development Plan that includes strategies—such as amending General Plan land use map, developing a specific plan, or updating the zoning ordinance—which would be used to meet MTC's specified housing thresholds. As noted in the Draft Program EIR, a key reason for developing RDPs is to ensure that future TOD helps fulfill the community's design vision (see page 5-12, paragraph 4), including preservation of local character. Although Livermore has the discretion to decide what these RDP strategies are, it must adopt the strategies before BART will certify a final project-level EIR or MTC will authorize project funding. The City of Livermore will be responsible for CEQA review of any General Plan amendment, Specific Plan, or zoning changes as part of the RDP process.
- 117.11 Please refer to Response 117.10 above, as well as Response 80.2, regarding impacts of the Downtown Livermore Station on the City of Livermore's designation as a Preserve America Community. In addition, the Downtown Specific Plan, on which the future TOD potential in the Downtown Livermore Station area is based, was approved following certification of the 2003 City of Livermore General Plan/Downtown Specific Plan Final EIR. This CEQA document identifies and mitigates potentially significant and significant environmental impacts of the Plan, including impacts to cultural and/or historic resources.

- 117.12 Different techniques for constructing tunnels will be evaluated in detail during preliminary engineering in the project-level EIR/EIS phase of the program. There are different costs and benefits to both tunneling and cut-and-cover subway construction. Constructing the extension in a tunnel under I-580 for the entire length of the alignment would be significantly more expensive than construction at grade, even with the need for additional right-of-way. An alternative was considered during the preliminary screening of alternatives that was in tunnel or below grade and located just to the north of I-580, but within the Caltrans right-of-way. Please refer to the response to Response 103.1.
- 117.13 A station north of I-580 near Greenville Road on BART-owned land was considered initially in the Draft Program EIR process. The station site north of I-580 was dropped from consideration because it did not provide a direct connection to ACE. The reasons for rejecting this site are presented in more detail on page 2-62 of the Draft Program EIR.

Letter 118



Mar Steinberg
 <m_steinberg@sbcglobal.net>
 01/20/2010 11:17 AM
 Please respond to
 m_steinberg@sbcglobal.net

To info@barttolivermore.org
 cc
 bcc
 Subject BART to Livermore

Dear Mr. Quint:

118.1

I am a Livermore Resident and BART to Livermore is long overdue. I appreciate that multiple alternatives were brought forth for consideration and that the community is part of the vetting process. However, I attended a community feedback session in Livermore a couple of years back and it appears that that feedback was not taken in the alternatives for stations. At that time the feedback was to keep the stations along the freeway and that feedback was not incorporated. Instead more stations and alternatives were presented off the freeway.

We should be considering BART to Livermore as a business decision. The key criteria are ridership and cost. **The route that maximizes ridership (est at 31,700 riders) at minimum cost (\$1.12 Billion) is Alternate 1 along the 580 Freeway with stops at Isabel and Greenville Road. This is the route that BART should move forward with.**

118.2

Building stations that accomplish the same goals at significantly higher cost is fiscally irresponsible.

The alternatives to the freeway alignment run through Livermore (and some parts of Pleasanton) and cost some \$2.7 Billion more with no significant increase in ridership. We would not see an economic pay back of the \$2.7 Billion cost differential. For a period of 10 years that would be \$270 million per year!

As a country, state, county and city, we cannot afford additional debt without reasonable payback.

The additional \$2.7 Billion, for example, buys a lot of shuttles that can run on regular time scales and serve multiple stops. When traveling by BART to San Francisco, I often must take another form of transportation there to get to my destination and those San Francisco stations are downtown. With \$2.7 Billion, for example, we could fully fund Livermore schools which are underfunded compared to our neighbors. (Yes, I understand the money comes from different budgets, but if I had a choice I would spend it differently than all on BART.)

118.3

Further, the report shows that in all cases of stations off the freeway not enough housing can be built to meet the regulatory requirements. So, this is a battle for funding that will still need to be fought regardless of station location.

118.4

I also recall that a study was done a couple of years after the Pleasanton station opened. The study set out to find why the parking lots were full so early in the mornings. The answer came back that people were driving to the station to get off of the freeway. This is goodness. Any

- 118.4 cont. station must come with sufficient parking. The Pleasanton station is often unusable after 7:30 AM due to insufficient parking. **Once parking is filled, there is no easy way for riders to access the system. Please construct parking in anticipation of the demand.**
- 118.5 A Greenville location also provides intermodal connection with local access. The cost of modifying the train tracks there is far less than the \$ 2.7 billion of cost of other station alignments.
- Problems with other stations:
- 118.6 Other proposed routes are disruptive to existing neighborhoods, especially with tracks at grade or above ground. The noise and visual effects of trains will detrimentally affect property values. Tunneling would cause disruption during construction while minimizing disruption during operation. However, this would add to the \$3 billion cost for the alternative routes.
- Isabel/Stanley Station
- 118.7
- Traffic is already bad in that location at rush hour, adding a station will make it worse.
 - Increased traffic in a residential neighborhood.
 - Increased noise. The train noise is bad enough and it runs about a dozen times a day, not 6 to 8 times an hour like BART would.
- Downtown Station
- 118.8
- The so called economic benefits cannot be substantiated and are speculation. For the additional cost to be economically justified, the station would need to be responsible for \$200 million per year to the city for 10 years.
 - Additional traffic congestion downtown by those who need to drive to the station.
 - Insufficient parking and most residents of Livermore would still need to drive to the station.
 - Unless the track are underground, noise will be a problem.
 - This alignment provides essentially the same ridership numbers as the freeway alignment.
- Vasco Station
- 118.9 The proposed Vasco Station is bordered by an industrial section on one side, Lawrence Livermore Lab and residences. This site is unsuitable for a major stop:
- Vasco Road is already crowded at rush hour.
 - Insufficient parking. The study points to people living within 1/2 mile walking to the station. However, the study fails to look at the street layout. Most existing residences are more than 1/2 mile from the station and, as a result, most locals and Livermore residents would still need to drive to the station.
 - Vasco Road off ramp from 580 will need to be modified to handle additional traffic from the freeway, adding cost.
 - Increased traffic in a residential neighborhood.
 - Increased noise. The train noise is bad enough and it runs about a dozen times a day, not 6 to 8 times an hour like BART would.
 - Adverse affects to property values.
- Other Stations have many of the same issues listed above.

118.10 ■ *Please be fiscally responsible and maximize the benefit by moving forward with Alternate Route 1 along the 580 Freeway with stops at Isabel and Greenville Road. The 'economic benefits' of the other routes cannot be accurately quantified and most certainly will not add up to the \$2.7 Billion estimated cost differential in any reasonable amount of time. Alternate Route 1 provides the most cost effective solution with the highest number of riders with the least disruption to the residents of Livermore.*

■ Thank you for your consideration.

Regards,

Mathew Steinberg

Letter 118 Mathew Steinberg

- 118.1 The Program EIR incorporates a range of alternatives for both alignment and stations, resulting from a variety of inputs. Some alignments and station locations are carried forward from earlier studies, as noted by the commentor, some are new alignments or stations suggested in the public or agency scoping sessions for the Draft Program EIR, and one was the result of comments on the Draft Program EIR, which are then incorporated into the Final Program EIR. The process for conducting scoping, and then including alternatives is documented in the Draft Program EIR in Section 1.6.
- 118.2 This comment concerns the merits of selecting the lowest cost two-station alternative (Alternative 1) as the preferred alternative, and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. Please note that although Alternative 1 would provide 31,700 new BART riders as cited in the comment, the cost of Alternative 1 would be \$2.92 billion, not the \$1.12 billion cited. (Please see Appendix B of the Draft Program EIR). The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 118.3 The comment suggests that insufficient housing can be built for stations off the freeway to meet the housing threshold established by MTC Resolution #3434 TOD policy. Meeting this threshold requires that, *on average*, station areas serving a given corridor are able to accommodate a minimum of 3,850 units, including existing units (page 5-14, paragraph 3). Therefore, a housing deficit around one station of a multi-station corridor does not necessarily mean that the corridor will not meet MTC TOD requirements.

Three of the BART stations assessed in the Draft Program EIR are located off of the I-580. As summarized in Table 5-4 (page 5-15), projected housing potential around two of these stations—Isabel/Stanley and Vasco Road—does not meet the MTC Resolution #3434 housing threshold of 3,850 units, while projected housing around the Downtown Livermore Station exceeds the threshold. However, the housing threshold established by MTC Resolution #3434 is a corridor-level average. Meeting this threshold requires that, *on average*, station areas serving a given corridor are able to accommodate a minimum of 3,850 units, including existing units (Draft Program EIR, page 5-14, paragraph 3). On this basis, as shown in Draft Program EIR Table 5-4, none of the alternatives, regardless of the location of stations served on or off the freeway, were shown to satisfy MTC Resolution #3434 policy. A more thorough analysis of the degree to which the preferred alternative satisfies the regional policy would be performed during project-level EIR. If it is confirmed that the alternative does not satisfy the minimum housing threshold, BART anticipates that the City of Livermore would adopt a Ridership Development Plan (RDP), consistent with BART and MTC policy, in order for the project to achieve the housing threshold and receive MTC approval for funding. See Draft Program EIR Section 5.4, Regional Transit-Oriented Development Policies.

- 118.4 Please refer to Master Response 2 in this document for a discussion of the assumptions and methodology used to develop the ridership forecasts. One key assumption is that the amount of parking assumed for the BART stations was not constrained so that the ridership forecasts show the actual total demand for parking. The amount of parking provided for each station was then assumed to equal the amount of demand (with the exception of the Downtown Livermore Station – see Master Response 5 for more information).
- 118.5 This comment concerns the merits of selecting the Greenville station site as the intermodal connection site. Please note that the estimated cost of an alignment with a Greenville Station would range from \$2.92 billion to \$3.65 billion, depending on the alignment. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 118.6 Noise, visual quality, and construction impacts are discussed fully in the Draft Program EIR in Sections 3.10, 3.5, and 3.16, respectively. A change in property values, in itself, is not considered an environmental impact under CEQA.
- 118.7 This comment concerns traffic and noise issues at the Isabel/Stanley Station site. Traffic and parking issues for arterials and intersections in the vicinity of the station site are identified in the Draft Program EIR in Section 3.2, and noise issues are identified in Section 3.10.
- 118.8 This comment concerns traffic, parking, noise, and cost issues at the Downtown Livermore Station site. Traffic and parking issues are identified in the Draft Program EIR in Section 3.2, and noise issues are identified in Section 3.10. A cost comparison of the alternatives is provided in Appendix B of the Draft Program EIR. Also, please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station including traffic and parking issues in Downtown Livermore. The total ridership for the freeway alignment (Alternative 1) is similar to that for the downtown alignments (Alternatives 1a, 1b, 2a, 3, and 3a).
- 118.9 Refer to Response 106.14 regarding the development potential around the Vasco Station. Although the number of existing residences and potential for transit-oriented development within walking distance may be limited, the Draft Program EIR identifies that the primary attraction of the Vasco Road Station is its potential to become a popular destination due to the large amount of employment in the station area. The remainder of this comment concerns traffic, parking, noise, and property value issues at the Vasco Road Station site. Traffic and parking issues are identified in the Draft Program EIR in Section 3.2, and noise issues are identified in Section 3.10. A change in property values, in itself, is not considered an environmental impact under CEQA.
- 118.10 This comment concerns the merits of selecting Alternative 1 as the preferred alternative, and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

Letter 119

Michelle Steward
<michelle.steward@sbcglobal.net>
12/28/2009 07:17 PM

To: info@barttolivermore.org
cc:
bcc:
Subject: Comments Re Draft PEIR

119.1

Note: As I write these comments, I have in front of me the postcard that diagrams the proposed alignment and station options. My first reaction is "Too Much!"

I believe there is only one logical alignment option for BART's extension to Livermore and that is on the I-580 corridor **only**, with stations at Isabel/I-580 and Greenville East. That will accommodate the most riders, with plenty of parking in both areas, with little, if any, removal/relocation of homes and businesses. These areas currently have plenty of undeveloped land adjacent to I-580 and can accommodate stations similar to the Dublin/Pleasanton station. The Wheels transit service can shuttle people downtown from both stations, possibly adding additional service when special events are happening, even advertising the availability of BART shuttles to encourage ridership by visitors to our city. For many years my parents rode BART from Hayward to Pleasanton then used the shuttle service to attend the Alameda County Fair. That was their preferred method of transportation because they could count on the shuttle to bring them right to the entrance gate. I think we have well-meaning city council members who will push to bring BART to points south of 580 needlessly. It's only two miles from I-580 to downtown Livermore!

I have lived in Livermore 22 years. I grew up in Hayward and rode BART opening day to downtown Oakland with my family. Staring down at all the Cherryland backyards and San Leandro businesses was something I will not forget. I wondered what those unfortunate homeowners thought of the BART trains invading their peace and quiet, and the BART riders visually invading their privacy. Although I am in favor of BART to Livermore, I am against lines and stations anywhere in downtown. I'm again studying your postcard and envisioning overhead rail lines on Portola Avenue with the same nagging thought of the noise and degrading visual impact. I don't have those thoughts when I envision BART lines running parallel to I-580 because that's the place for it. The ACE train currently runs through downtown. That is enough. We are potentially overloading this city with transit options.

Livermore's downtown has undergone quite a dramatic change in the last few years. More attractions, shopping and wineries have brought more people, happily many on foot, with their kids and dogs in tow. Now, that's the kind of Livermore that feels fun and safe, especially in the evenings. To add a BART station downtown will effectively remove the small-town feel of Livermore for sure!

Thanks for listening...

Michelle Steward

Letter 119 Michelle Steward

- 119.1 Noise and visual impacts from aerial alignments are analyzed in the Draft Program EIR in Sections 3.10 and 3.5, respectively; however, it should be noted that the Portola Avenue alignment (Alternatives 3 and 2b) is proposed as an underground alignment. The remainder of this comment concerns the merits of the alignments and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives, including potential noise impacts, during the final hearing to select a preferred alternative.

Letter 120



0
01/20/2010 05:14 PM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 18:14:22

First_Name: Muljadi

Last_Name: Sulistio

Email: m_sulistio@yahoo.com

- 120.1 Message: In reading through the summary of the plan, the proposal of going through downtown Livermore doesn't seem to be logical. Livermore is a suburb, and not many people live in downtown. Having a BART station in a downtown, coupled with parking issues in a downtown environment would not increase the BART ridership from Livermore. People are more interested in getting their commute done quickly, and looking at the route, where it had to travel further south to the downtown, thus increasing the commute time it is not going to be an ideal solution to many. I'd rather have the BART tracks go by the 580 hwy, and have a large station nearby, to be able to park my car and hop into the train.
- 120.2 Livermore should find their own other alternatives to support their downtown instead of trying to get other communities to sacrifice their town and lives for the sake of Livermore. Livermore can provide a bus from the 580 BART station to the downtown, instead of having the train impact other communities.
- 120.3 Please remember also, that Europe, Japan and other countries with successful transit are due to their dense population. We do not have that density here. I'm also disappointed that Pleasanton was not included in the original plan to review these documents, even though some of the proposed route would affect Pleasanton.
- Regards.

Submit: Submit

REMOTE_ADDR: 148.87.19.210
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; AppleWebKit/532.0 (KHTML, like Gecko) Chrome/3.0.195.38 Safari/532.0)

Letter 120 Muljadi Sulistio

- 120.1 This comment concerns the merits of a Downtown Livermore Station. The BART Board of Directors will consider the merits of the alignment alternatives, including potential noise impacts, during the final hearing to select a preferred alternative. Please see Master Response 5 regarding the impacts of a Downtown Livermore Station. The ridership analysis indicates that a downtown station would result in a greater reduction in vehicle miles travelled than an alternative with freeways stations, which suggests that there would be less out of direction driving by commuters with a downtown station.
- 120.2 All of the alternatives contemplate bus services reconfigured to serve the new stations; see Draft Program EIR page 3.2-132. In addition the ridership estimates include consideration of these bus service changes to provide access to the BART stations.
- 120.3 Pleasanton staff has been apprised of BART project developments throughout the planning and environmental process and an additional public hearing was held in Pleasanton to receive comments on the Draft Program EIR. Please see responses to Comment Letter 18 from the City of Pleasanton.

Letter 121



0
11/21/2009 11:19 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Sunday, November 22, 2009 at 00:19:48

First_Name: Mary
Last_Name: Travers
Email: JBond80@aol.com

121.1 Message: WHEN was it first discussed/mentioned/planned/stated to put a BART station at 84 and Isabel??? Was it years ago?

verifytext: UL93

Submit: Submit

REMOTE_ADDR: 207.200.116.135
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.0; Windows NT 6.0; GTB6; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30618)

Letter 121 Mary Travers

121.1 A station site at Isabel/Stanley was included in the prior study "I-580 BART to Livermore," which was published in July 2002.

Letter 122



0
11/21/2009 11:02 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Saturday, November 21, 2009 at 12:02:32

First_Name: Patricia
Last_Name: Uhlich
Email: uhlichs@comcast.net

- 122.1 Message: I am looking forward to Bart finally coming to Livermore. I've been a resident for over 28 years. In my opinion I believe the best route for Bart is to stay on 580 all the way to Greenville. There could be a station at Isabel and one at Greenville. The people coming from the central valley could
- 122.2 park at the Greenville station. There could be a shuttle from that station to the ACE train for those taking public transit. Just think of all the cars that would not be traveling down 580. I do not want to see Bart going through
- 122.3 downtown Livermore. You don't see Bart going through downtown Pleasanton or Dublin. I believe it would bring in more opportunities for crime in our city. Livermore would then lose that small town feel. We definitely don't need any
- 122.4 more housing out here. Look at what has happened in Dublin. I believe there would be plenty of riders just having Bart follow the 580 median. Thank you for the opportunity to express my views.

Submit: Submit

REMOTE_ADDR: 98.207.34.130
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X 10_4_11; en) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10

Letter 122 Patricia Uhlich

- 122.1 This comment supports an alignment along the I-580 corridor and stations at Isabel/I-580 and Greenville. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 122.2 The Greenville East Station has been designed to provide a stop for the ACE train, no shuttle would be necessary. Parking at the Greenville Station and projected traffic on I-580 are discussed in the Draft Program EIR in Section 3.2, Transportation.
- 122.3 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.
- 122.4 As discussed in the Draft Program EIR, Section 5.4, MTC Resolution #3434 would require additional residential development around station sites in order to justify funding for a BART extension to Livermore. Growth-inducing impacts of the alignment alternatives are discussed beginning on page 4-4 of the Draft Program EIR. The analysis concluded that the BART to Livermore extension would not directly foster population of housing growth, but would indirectly and adversely result in potential growth-related impacts in the project corridor and would indirectly and positively contribute to smart growth patterns in the project corridor.

Letter 123

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): CARL WALTER Organization/Business: _____

Address: 627 Rowell Ln City: Pleasanton State: CA Zip: 94566

Phone: ~~925~~ Email: carlwalter@stglobal.net

COMMENTS / QUESTIONS:

123.1

I wonder why a stop between Isabel and Greenville say at Livermore Ave wasn't considered (along the freeway).

I prefer option 4 if the above doesn't get considered.



Letter 123 Carl Walter

- 123.1 The commentor suggests a station at Livermore Avenue along I-580. A station in this general location would duplicate service provided either the Isabel/I-580 Station or a terminus station at Greenville, and BART determined that stations at Isabel/I-580 and Greenville Road would serve the market better than one at Livermore Avenue.

Letter 124

December 8, 2009

Memo Re: BART Extension to Livermore
Attention Please: Malcom Quint, BART PLANNING DEPARTMENT

For many years I have been visualizing the benefits and detements (technical problems) of bringing BART to our downtown Livermore. I've looked at a lot of options including just the freeway option. I've owned property in downtown Livermore. My primary interest lies in seeing a successful 2500 seat performing arts center, which is the real soul of the community. I never thought or anticipated this opportunity to contribute ideas for BART might arise again after the city last closed off consideration of such an option and pushed the freeway plan forward as our "official" position a couple of years back. Bringing BART downtown – underground – is our once in a lifetime chance to do this right. Bring it and place it underground through Livermore's residential areas and downtown Core with stops along the way (see attached schematic). Resurface the line somewhere after before North Mines Road.

124.1 BART brought to the downtown within a safe, well lighted, busy, short pedestrian-friendly corridor of walking, will benefit the new larger regional performing arts center. It is important we capitalize on public transportation to the extent possible to support this performing arts center with its new 2500+- seat forum.

There is a community preference for low profile buildings in our downtown, over towering shadow-casters and windy eddies around lonely sky-scapes surrounded in sterile concrete. We are not even comfortable with advice from our own downtown core consultants, Freedman, Tung, & Bottemley who tell us, I paraphrase: "If you ask us, we will push as much residential into as many buildings as you can politically tolerate, into the downtown. so you guys here in Livermore set the limits. Don't ask us to set the limits." Livermore likes lower profile buildings in the downtown or taller buildings with visual set-backs to reduce the apparent height, which we tend to limit under 60' no matter what.

We continuously demonstrate in public hearings we harbor emotional limits on the height of structures we erect and their density, so keeping lower profiles is better for the calming of our spirits. Therefore, build low impact stations (non-commuter oriented) in the core downtown area to support our regional performing arts center. Plan a higher impact, New Metro-Center on about 100+- Acres of under utilized properties (see schematic attached page) on the triangle bounded by our major traffic carriers: (A) First Street, (B) North Mines Road, and the (C) Railroad Right-of-Way.

124.2 Place BART lines underground as you approach the residential areas of Livermore coming in from Pleasanton and Dublin. Resurface somewhere in the 100+- Acre, New Metro-Center.

REALITY CHECK NO. 1:

(A) People take BART to San Francisco dressed up for their events they are attending downtown SF.

124.2
cont.

(B) People do not dress up for an event, take BART to the middle of a freeway, then ride a public bus to an event.

REALITY CHECK NO. 2:

(A) What about tunneling costs? Ask Bechtel Tudor Brinkerhoff about their Berkeley tunneling for BART.

(B) A tunneling engineer I met told me that tunneling engineering has become so well developed (since the days that Bechtel Tudor Brinkerhoff built BART) that it is the cheapest way to build routes. I defer to the engineers on this important point.

(C) Consider what was done in Disneyland at their new California Hotel. Consult the designers and consultants that did the promenade all in commercial, all low profile, (click link:) between the Hotels and California Adventure Land ... it is a bustling, open air entertainment and outdoor shopping mall.

This New Metro-Center is quite adequate to receive, park, and serve high volumes of traffic: vehicle, bus-transfer, Bart Rail, to a master planned, facility. Importantly such a plan transfers the fear of BART noise and visual BART pollution from our downtown and residential neighborhoods, where the community of Livermore continuously expresses a strong preference to maintain low profile buildings (under 60-feet), with larger visual sky-scapes.

Dana and Gloria Warren
2175 First St.
Livermore, CA 94551

Letter 124 Dana and Gloria Warren

124.1 Please refer to Response 68.1 of this document.

124.2 Please refer to Response 68.2 of this document.

Letter 125



"Jon wasilausky"
<jrwasilausky@yahoo.com>

11/25/2009 11:47 AM

Please respond to
jrwasilausky@yahoo.com

To info@bartolivermore.org

cc

bcc

Subject Livermore extension

As a resident of livermore I am excited and concerned about bart coming to livermore. I think most residents want bart to come and look forward to seeing the trains in the future. I would be in favor of the alignment option that provides access and the least impact to residents.

- 125.1 In viewing the alignment options it appears that the one through portola ave would do this. This option seems to provide access to downtown livermore, but at the same time limits the impact on residential noise. I believe that a downtown station would also see more use than a station off 84 and bart would not have to staff an additional station and deal with issues that arise from having a station in a residential area.
 - 125.2 I am unable to attend the meeting on dec 2nd. Is there a way to hear the results of this meeting?
- Thanks in advance for your consideration
Jon Wasilausky
Livermore resident
Sent from my Verizon Wireless BlackBerry

Letter 125 Jon Wasilausky

- 125.1 This comment concerns the merits of an alignment along Portola Avenue and a downtown station. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative. Noise impacts of the alignment alternatives are addressed in Section 3.10, Noise and Vibration, of the Draft Program EIR.
- 125.2 All comments on the project, both written and those made at the public meetings, are presented in this document. See Section 5 of this document, Responses to Oral Comments on the Draft Program EIR, for transcripts of the three meetings.

Letter 126



"Chuck Weir"
<cweir@oakleywater.com>
12/26/2009 01:53 PM

To <info@barttolivermore.org>
cc
bcc
Subject BART to Livermore

Mr. Quint,

Please consider this just an informal question or two. There is no need to make this part of the EIR comment record. I may decide to provide comments, but just wanted to understand the project and alternatives better first. I will likely attend the public hearing in Pleasanton on January 6, 2010.

126.1 I have briefly reviewed the project alternatives, presentation to the PWG, and Section 5.0 Program Merits. What is not clear to me is how much money is really available now. The alternatives range from \$1.12 to 3.8B, which is a huge range. In my view, the preferred alternative(s) will greatly depend on the funds that are available.

Can you provide some information on this?

Thanks,

Chuck Weir
cweir@oakleywater.com

Letter 126 Chuck Weir

- 126.1 Approximately \$80 to 100 million dollars currently is available for the acquisition of right-of-way. Additional funding for construction of the project has not been identified. Please see Master Response 8 for a discussion of project funding.

DAVID WILLIAMS

Letter 127

January 19, 2010

Mr. Malcolm Quint

BART fax 510-464-7673

page 1 of 2

- 127.1 A very important key environmental factor is noise. Our small valley is already the home of over 200,000 people. So far we have the noise impacts on a 24/7 basis of a major freeway with the many thousands of cars and trucks unregulated as to their noise pollution and only partially regulated as to air pollution. Also 24/7 railroad and a 24/7 airport trying to become a jetport. The power company subsidizes the running of pool pumps during our sleeping hours. Our small valley like the Los Angeles Basin is subject to thermal inversion resulting in bad air days and increased noise pollution. Our small valley could be likened to a good hearted woman who is deserving of care.
- 127.2 In your November 18 and January 6 meetings I made the suggestion that a demonstration of BART'S noise should be made first for the people of Livermore and Pleasanton as a part of a complete EIR report. BART should retain the expertise of an experienced and independent acoustical consultant to first make recordings of the grade and aerial BART trains in San Leandro and Oakland. Then the recordings should be played for 3 days, as the train schedules, sequentially at the worst locations of all 9 of the alignment alternatives. There should be 2 to 4 loudspeaker locations on each route depending on its length with 360 degree noise coverage. The standards and protocols of ASTM should be followed. This procedure will be very prudent before more valuable time and money are wasted on wild goosechases over the years.
- 127.3 A maintenance yard for BART does not belong in our primarily residential and fragile valley but rather in one of the bay area industrial sections. A major objective is to improve our valley and not to screw it up after our 46 year \$260 million wait for BART.
- 127.4 BART'S \$1.12 to \$3.8 billion alternates do not include the massive additional cost and time of underground trains if such is feasible in our earthquake zone? Even the majority of the speakers from Livermore at the meeting who favor downtown indicated a preference for underground as quieter. However, given that, they are in the minority as a vote would confirm.
- 127.5 Your BART website indicates that your 3.2 mile extension in Oakland will create or support over 13,000 jobs. Our 5.2 mile extension to Isabel on 580 will create even more jobs which are desperately needed now. Alternate 4 is shovel ready for stimulus money.
- 127.6 Forty years ago we lived in Cedar Grove, New Jersey. Some days my work took me to Manhattan. I drove to Weehawken and then took the Park and Ride bus through the Lincoln Tunnel to Manhattan and connected with the subway system. The parking was free and secure and the fare competitive. Why isn't this duplicated from land rich Tracy to our existing BART station in the valley? It could be

page 2 of 2

127.6
cont. ↑ implemented in several months with reduced freeway traffic,
pollution, wasted time and gasoline consumption plus increased fare
revenues. Some day BART may be powered by the electricity generated
by solar and wind in the hills between here and Tracy.

127.7 ■ A few years prior to 1970 we lived in the Queens Borough of New York
City. The rentals and house prices were higher the further you were
located from the noisy elevated (aerial) IRT trains. Downtown BART
in Livermore would make a few people very rich at the expense of
thousands of the present homeowners. Many aerial train tracks have
been torn down. Been there, done that.

127.8 ■ California's great Central Valley is severely depressed and improved
transportation will help to make California more competitive and
solvent. The importation of petroleum must be reduced. Time must be
saved for many thousands of Californians. A positive impact should
be made on our environment sooner rather than later! Let us not
continue to kick the can down the road for the 10 to 25 years
estimated by BART Director McPartland in the November 18 meeting.

David M. Williams
1560 Kings Avenue
Livermore, CA 94550
tel. 925-441-1428

Letter 127 David Williams

- 127.1 The existing conditions portion of the Noise and Vibration section of the Draft Program EIR, starting on page 3.10-1 describes the existing noise sources and levels in the area. The dominant source of noise is traffic from major freeways and roadways. The proposed alternatives will increase noise levels as described in the Draft Program EIR. Some locations, especially those near Downtown Livermore, may experience significant noise levels as a result of the proposed alternatives. Various noise mitigation measures as outlined under NO-1.1 on page 3.10-53 (sound walls for example) would be implemented to reduce noise levels from the BART trains. However, sufficient information is not available under this program-level analysis to conclude with certainty that this mitigation would reduce impacts to less-than-significant levels in Livermore, and noise from BART operations is considered a potentially significant and unavoidable impact. Mitigation measures would be examined in more detail in the project-level EIR to determine if impacts can be further reduced. The existing conditions of the Air Quality section of the Draft Program EIR, starting on page 3.11-1 describes the existing air quality in the region. As noted in Section 3.11, the BART extension would result in reduced vehicle miles travelled on roadways within the region, and therefore, less associated air emissions.
- 127.2 The noise analysis uses established methods outlined in the Federal Transit Administration (FTA) Guidance on evaluating noise and vibration impacts, to assess potential noise impacts to nearby sensitive receptors. These methods are based on both theoretical and empirical data. The one deviation from the FTA Guidance is the use of a reference noise level specifically for the BART trains. In February 2003, noise measurements were taken from BART cars traveling at 80 mph.⁶¹ Based on these noise measurements, BART-specific reference noise levels were derived. Following the FTA Guidance together with BART specific noise data, the noise impacts can be reasonably assessed without the need to broadcast sound using loudspeakers.
- 127.3 This comment concerns the merits of the proposed maintenance yards. BART operations on the Dublin/Pleasanton line would require a maintenance yard near the terminus of the extension, for both train storage and maintenance, for each of the two-station alternatives. BART has other maintenance yards in other sectors of the system, but each of those yards has limited capacity for additional vehicles. In addition, the travel time between those yards and proposed Livermore stations would make vehicle storage and maintenance in yards outside the Tri-Valley area time-consuming and inefficient. See Master Response 8 regarding project funding and Livermore's contribution to funding. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

⁶¹ HMMH. Noise and Vibration Impact Assessment for BART Warm Springs Extension Project, February 2003.

- 127.4 Alternative 2b and Alternative 3 include a subway alignment along Portola and Junction Avenues, and the cost estimates, \$3.83 and \$3.47 billion respectively, include the subway. Geological hazards associated with a subway alignment were evaluated in Section 3.7 in the Draft Program EIR for Alternative 3, and subway construction was determined to be feasible. BART received many comments both supporting and opposing the downtown alternatives.
- 127.5 The comment supports Alternative 4 — Isabel/I-580 as an economic stimulus project. The number of construction jobs and construction-related jobs has not been calculated, though as noted in Table 3.16-1 on page 3.16-5 of the Draft Program EIR, construction duration could last from approximately 3 years and 9 months to 7 years and 4 months, depending on the alternative selected.
- 127.6 There are bus transit services that originate in San Joaquin County, such as San Joaquin Regional Transit District and the Modesto Area Express, which provide connecting service to BART in Alameda County. See page 3.2-18 and 3.2-19 of the Draft Program EIR.
- 127.7 The noise impacts of the various BART alignments are discussed in Section 3.10, Noise and Vibration, of the Draft Program EIR. As described in the Draft Program EIR, there could be significant and unavoidable impacts related to noise along portions of the at-grade or aerial alignments. A change in property values, in itself, is not considered an environmental impact under CEQA.
- 127.8 The Draft Program EIR discusses the benefits of transportation improvements for each of the alignment alternatives; see Table 5-1. As noted on page 3.15-14 and 3.15-15 of the Draft Program EIR, all the extension alternatives provide a net reduction in the consumption of petroleum for transportation energy. No timeline has been established for the construction of the extension, which will depend on the availability of funding.

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Section 4 Responses to Written Comments on the Draft Program EIR

This section contains each comment letter and written responses to the individual comments in each letter. Specific comments have been bracketed and enumerated in the margin of the letter. Responses to each of these comments follow each letter in Section 4. Each commentator has been assigned a discrete comment letter number, as listed in Section 2. For the most part, the responses provide explanatory information or additional discussion of text in the Draft Program EIR. In some instances, the response supersedes or supplements the text of the Draft Program EIR for accuracy or clarification. New text that has been added to the Draft Program EIR is indicated with underlining. Text that has been deleted is indicated with ~~strikethrough~~.



Letter 1

United States Department of the Interior

FISH AND WILDLIFE SERVICE
 Sacramento Fish and Wildlife Office
 2800 Cottage Way, Room W-2605
 Sacramento, California 95825-1846



In Reply Refer To:
 81420-2009-TA-0178-1

JAN 12 2010

Mr. Malcolm Quint
 BART Planning Department
 300 Lakeshore Drive
 Oakland, California 94612

Subject: Comments on the BART to Livermore Extension Draft Environmental Impact Report, Alameda County, California

Dear Mr. Quint:

This letter represents the U.S. Fish and Wildlife Service's (Service) comments on the San Francisco Bay Area Rapid Transit District's (BART) BART to Livermore Extension Draft Environmental Impact Report (DEIR) in the City of Dublin, Alameda County, California. The program level DEIR evaluates a No Build alternative and nine alignment alternatives and is intended to consider the environmental effects of these different alignments and enable BART to select a preferred alternative. At issue are effects to the federally threatened California red-legged frog (*Rana aurora draytonii*) and proposed critical habitat, California tiger salamander, vernal pool fairy shrimp (*Branchinecta lynchi*) and its critical habitat and the endangered palmate-bracted bird's-beak (*Cordylanthus palmatus*) and San Joaquin kit fox (*Vulpes macrotis mutica*). Our comments are provided under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

BART is proposing to extend transit service into eastern Alameda County from its existing Dublin/Pleasanton BART Station within and adjacent to the Interstate 580 (I-580) right-of-way, past the cities of Dublin and Pleasanton city limits and on to a terminus station in the City of Livermore. Alternative 1-Greenville East alignment would follow the median of I-580, include an intermediate station at Isabel/I-580 on 51 acres on both sides of I-580, and continue to a terminus station at Greenville Road just south of I-580. Alternative 1 includes a new BART maintenance/storage facility, Greenville Yard, that would be constructed on an approximately 120-acre site north of I-580 and northwest of the proposed Greenville East Station. The Alternative 1a -Downtown-Greenville East via Union Pacific Railroad alternative would originate at the existing Dublin/Pleasanton BART Station and move eastward within the median of I-580, veer southeast along El Charro Road, into the Union Pacific Railroad (UPRR) right-of-way, and then north to the proposed Greenville East Station. This alternative also includes the Greenville Yard. Alternative 1b- Downtown-Greenville East via Southern Pacific Railroad



Mr. Malcolm Quint

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would have the same alignment and elements described above for Alternative 1a, except that the segment between the proposed Downtown Livermore Station and a terminus at Greenville East would be in the former Southern Pacific Railroad (SPRR) right-of-way. The departure from the UPRR right-of-way east of downtown Livermore would occur near the intersection of Mines Road. Alternative 2- Las Positas would follow the median of I-580, include an intermediate station at Isabel/I-580, then diverge southeasterly along Las Positas Road, toward central Livermore, to the UPRR right-of-way, at which point the alignment would be in the UPRR right-of-way to a terminus station at the existing Vasco Road Altamont Commuter Express (ACE) Station. A new BART yard, Vasco Yard, would be constructed on an approximately 52-acre site east of the Vasco Road Station. Alternative 2a - Downtown-Vasco would have the same alignment and elements described above for Alternatives 1a and 1b, between the existing end of track at the Dublin/Pleasanton BART Station and the proposed Downtown Livermore Station. Alternative 2a would include a Downtown Livermore Station, a terminus station at Vasco Road and Vasco Yard. The Alternative 3- Portola alignment would follow the median of I-580, include an intermediate station at Isabel/I-580, then diverge from the I-580 corridor at Airway Boulevard, transition to Portola and Junction Avenues to a terminus station adjacent to the existing downtown Livermore ACE Station. Alternative 3a- Railroad would follow the same route as Alternatives 1a, 1b, and 2a from the Dublin/Pleasanton BART Station eastward in the I-580 median, along El Charro Road, to the UPRR right-of-way; however, this alternative would terminate adjacent to the existing downtown Livermore ACE Station. The Alternative 4- Isabel/I-580 alignment would be constructed within the median of I-580 to a terminus station immediately east of the proposed Isabel Avenue overpass/interchange. The Alternative 5- Quarry alignment would follow the median of I-580 and diverge from the I-580 corridor at El Charro Road, and proceed southeasterly to the UPRR right-of-way, at which point the alignment would be in the UPRR right-of-way to a terminus station west of the Isabel Avenue (State Route 84) and Stanley Boulevard intersection.

We have the following comments on Section 3.9 Biological Resources of the DEIR:

- 1.1 1. The DEIR fails to address project effects on the federally endangered San Joaquin kit fox. The project is located in the northern portion of the range for the San Joaquin kit fox and recorded occurrences are adjacent to the project.
- 1.2 2. The DEIR does not discuss proposed critical habitat for the California red-legged frog. Alternatives 1, 1a, and 1b will affect portions of the proposed critical habitat Unit CCS-2 and should be addressed.
- 1.3 3. We disagree that the project area does not provide a major or local wildlife corridor. The area under the I-580 overpass east of Greenville Road is a movement corridor for San Joaquin kit foxes and other animals. The alternatives 1, 1a, and 1b will essentially block the corridor and have increased human disturbance and should be considered significant. Arroyo las Positas also provides a local movement corridor under I-580 for California red-legged frogs and other species. The Arroyo las Positas corridor will be affected by the proposed Isabel/I-580 station proposed in Alternatives 1, 2, 3, and 4.

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1.4

4. Alternatives 1, 1a, and 1b have the most significant adverse affects for listed species. The Greenville East Station and Yard will essentially destroy one of the last remaining movement corridors for the endangered San Joaquin kit fox, as well as, remove denning and foraging habitat. Additionally it will result in a loss of 8% of vernal pool fairy shrimp critical habitat, aquatic and upland habitat for California tiger salamanders and California red-legged frogs. The affects to San Joaquin kit foxes were not analyzed in the DEIR. The DEIR fails to provide detailed measures to compensate for affects to the listed species that were analyzed.

5. The proposed Greenville Yard maintenance facility north of I-580 and east of Laughlin Road is within proposed critical habitat Unit CCS-2 for the California red-legged frog and designated critical habitat Unit 19C for the vernal pool fairy shrimp. The Greenville Yard proposal will affect 113 acres representing 8% of critical habitat unit 19C; however, the DEIR states that loss will be mitigated to less than significant. That mitigation is not specified and it is unclear how it can be concluded as mitigated to less than significant.

1.5

6. The Mitigation Measures presented do not minimize or mitigate for the specific proposed impacts to less than significant. Applying for and obtaining permits represents compliance with the appropriate State and federal laws, and does not constitute a mitigation measure. Additionally consulting with the resources agencies and surveying for special status species should not be considered a mitigation measure that will reduce the project impacts to less than significant. The DEIR should provide specific feasible measures that will mitigate the project to the less than significant determination. It is understood that the DEIR is a program level document; however, mitigation measures should be specific enough to explain how BART can affect specific amounts of habitat or individuals and reach a less than significant determination. The document its current form is unclear how the Mitigation Measures will reach this determination as the majority of the Measures consist of complying with environmental regulations which do not necessarily reduce or compensate for the specific effects. The Mitigation Measure for vernal pool fairy shrimp critical habitat is an excellent example. There are no specifics on how the impacts to 8% of the critical habitat unit will mitigated to less than significant (e.g. how much habitat will be preserved, will habitat be preserved within the same unit that is impacted, protections, enhancements, monitoring?).

All of the alignments have the potential for take of listed species from infrastructure construction and increased human disturbance. Section 9 of the Act prohibits the take of any federally listed animal species by any person subject to the jurisdiction of the United States and prohibits the removal and reduction to possession of listed plants or the malicious damage of listed plants on areas subject to the jurisdiction of the United States or in non-federal areas in violation of State law or regulation. As defined in the Act, take is defined as "...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm has been further defined to include habitat destruction when it injures or kills a listed species by interfering with essential behavioral patterns, such as breeding, foraging, or resting. Thus, not only is the red-legged frog protected from such activities as collecting and hunting, but also from actions that cause their death or injury through damage or destruction of their habitat. The term "person" is defined as "...an individual, corporation, partnership, trust, association, or any other

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cont.

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private entity; or any officer, employee, agent, department, or instrumentality of the Federal government, of any State, municipality, or political subdivision of a State, or any other entity subject to the jurisdiction of the United States.”

Take incidental to an otherwise lawful activity may be authorized by one of two procedures. If a Federal agency is involved with the permitting, funding, or carrying out of the project and a listed species is going to be adversely affected, then initiation of formal consultation between that agency and the Service pursuant to section 7 of the Act is required. Such consultation would result in a biological opinion addressing the anticipated effects of the project to the listed species and may authorize a limited level of incidental take. If a Federal agency is not involved in the project, and federally listed species may be taken as part of the project, then an incidental take permit pursuant to section 10(a)(1)(B) of the Act should be obtained. The Service may issue such a permit upon completion of a satisfactory conservation plan for the listed species that would be taken by the project.

1.6

The Service strongly recommends removing Alternatives 1, 1a, and 1b from consideration due to significant adverse affects to listed species and their critical habitats from the proposed Greenville Yard and Greenville East Station. We are concerned over the potential adverse effects to multiple species within these proposed alignments and infrastructure. Additionally, the DEIR has not demonstrated that it is feasible to mitigate all of the potentially significant impacts of the project to a less than significant level. However, given the information provided, we believe the No Build, 3a, and 5 Alternatives have the least amount of adverse affects to listed species.

This concludes our comments on the BART to Livermore Extension Project DEIR. Please address any questions or concerns regarding these comments and recommendations to Kim Squires, Senior Endangered Species Biologist or Ryan Olah, Coast Bay Branch Chief, at (916) 414-6600.

Sincerely,



Chris Nagano
Division Chief, Endangered Species Program

cc:

Marcia Grefsrud, California Department of Fish and Game, Yountville, California
Brian Wines, San Francisco Regional Water Quality Control Board, Oakland, California

Letter 1 United States Department of the Interior: Fish and Wildlife Services, Endangered Species Program

1.1 During preparation of the Draft Program EIR, BART completed a programmatic evaluation of impacts on special status species (see page 3.9-13). Based on a review of the historical distribution and the lack of kit fox sign (i.e. tracks, scat, and burrows) during reconnaissance surveys, BART concluded that the BART extension alternatives were unlikely to adversely impact the San Joaquin kit fox (SJKF). Notably, all of the extension alternatives would traverse areas that are currently urban, industrial, and previously disturbed, or affect land uses that are incompatible with kit fox ecology within the cities of Dublin, Pleasanton, and Livermore. The Greenville Yard, which is proposed under three of the alternatives, contains grassland that could provide foraging habitat for the SJKF; however, no evidence of suitable burrows was found in the study area during field surveys conducted for the BART extension alternatives. For these reasons, extensive analysis and supporting data were not included in the Draft Program EIR itself. However, in response to the comment, the following analysis provides the information that supports BART's conclusion that the BART extension alternatives are unlikely to impact the SJKF.

Study Area. Section 3.9, Biological Resources, defines the study area for purposes of analyzing biological impacts, as those areas where any permanent feature is proposed together with a 500-foot buffer from the centerline of the proposed BART tracks, yards, and station areas (see page 3.9-1, paragraph 1). The 500-foot buffer was defined to ensure that resources directly adjacent to the BART extension alternatives were included in biological assessments. In addition, special-status species sightings identified outside of the study area, listed in the CNDDDB, were mapped (see Draft Program EIR Figure 3.9-3, page 3.9-15) to address potential indirect effects on these sensitive resources, as described in the Draft Program EIR (see page 3.9-1, paragraph 1).

San Joaquin Kit Fox. The San Joaquin Kit Fox (SJKF) is federally listed as an endangered species, and State-listed as a threatened species. The SJKF currently inhabit suitable habitat in the San Joaquin Valley and in surrounding foothills of the Coast Ranges, Sierra Nevada, and Tehachapi Mountains; southern Kern County to the north; Contra Costa, Alameda, and San Joaquin counties to the west; and near La Grange, Stanislaus County, to the east. The SJKF occur in a variety of habitats, including grasslands, scrublands, vernal pool areas, alkali meadows and playas, and an agricultural matrix of row crops, irrigated pastures, orchards, and vineyards.

The SJKF has been reported in five occurrences within 5 miles of the BART extension alternatives, as indicated in Table 4-1.

Table 4-1
California Department of Fish and Game CNDDDB Recorded
Occurrences for San Joaquin Kit Fox

Occurrence No.	Element Date	Distance to Study Area
43	1989-06-XX	1.96 miles
58	2002-08-20	3.4 miles
559	198X-XX-XX	5.42 miles
1031	1975-07-XX	1.7 miles
1035	1975-07-XX	5.6 miles

Source: CNDDDB, 2008.

Note:

X = Unknown date.

Occurrence No. 43 was reported from 1989. The area where this occurrence was recorded is approximately 1.96 miles east of the proposed Vasco Yard, and the area was described as a “hillside pasture dominated by non-native grasses with other plant species.” The surrounding area is comprised of grazed pasture. Three homes have been subsequently built in the area just northwest and southeast of this record.

Occurrence No. 58 was recorded approximately 3.4 miles northeast of the Greenville Road underpass at I-580, and approximately 0.6 miles east of Brushy Peak. This occurrence is the most recent record for the SJKF in the vicinity of the study area. The habitat was described as non-native grassland, with scattered oak trees and abundant rock outcroppings. Surrounding land uses included cattle ranching and a wind energy farm. A residence is present less than 0.2 miles southeast of this record. Several rolling hills separate this occurrence from the Greenville Road and I-580 intersection.

Occurrence No. 559 is located 5.42 miles northeast of the Greenville Road underpass. This occurrence was recorded in the early 1980s. Occurrence data are from Hall and Frank (1983).¹ The only information provided for this record is “one den was observed during survey that observed 51 dens and 8 foxes within this area.” There are several barriers to migration from this occurrence area to the study area and migration is thought to be limited, because this occurrence is separated from the BART to Livermore Extension study area by the Altamont Landfill, the South Bay Aqueduct, and several roads crossing the wind turbine arrays and there is suitable foraging habitat nearby when compared to the study area. Occurrence No. 1031 is the closest occurrence to any of the BART extension alternatives. This occurrence was reported 1.7 miles north of the intersection of I-580 and Tassajara Road. This occurrence was observed during the mid 1970s. The source of this

¹ Hall, F. A. Jr. 1983. Status of the San Joaquin kit fox, *Vulpes macrotis mutica*, at the Bethany Wind Turbine generating (WTG) project site, Alameda County, California. Calif. Dept. of Fish and Game, Final Report, Bay-Delta Fish Project, Sacramento, CA.

occurrence is from Morrell (1975).² The location is described as being in “San Ramon, near Tassajara Creek Regional Park.” This occurrence is separated from the BART extension alternatives by extensive urban development.

Occurrence No. 1035 is located 5.6 miles east of the proposed Vasco Yard. This occurrence was observed “sometime from 1972 through July 1975.” The data source is Morrell (1975).³ No additional data are provided about this occurrence.

In addition to reviewing the CNDDDB, a literature review was conducted, including a review of the Bell et al. (1994),⁴ Smith et al. (2006),⁵ and Clark et al. (2007).⁶ Bell et al. (1994), *Distribution and Abundance of San Joaquin Kit Fox*, records additional SJKF historical sightings in the northeastern part of Alameda County. The report further stated that no SJKF were detected within the surveyed areas during the February–September 1993 survey period, even in areas with historical SJKF sightings and suitable habitat. The surveys used track plates and spotlighting from a slow moving vehicle. One area that the authors surveyed was the Altamont Pass Road, which is just east of the Greenville Road underpass. No SJKF were detected, although the authors were only able to survey nine out of the 21 survey planned areas due to access restrictions.

Smith et al. (2006), *Relative Abundance of Endangered San Joaquin Kit Foxes (Vulpes macrotis mutica) Based on Scat-Detection Dog Surveys*, used a trained detection dog to survey for kit fox, red fox, and gray fox scat on properties in eight counties in the San Joaquin Valley. These surveys were followed by species identification based on genetic analysis of DNA extracted from collected scat. The scat searches were conducted opportunistically from May 31, 2001 to February 25, 2003. In the northern range of the survey area, which encompasses the BART to Livermore Extension Program study area, Smith et al. (2006) surveyed 213 kilometers (132.35 miles) on 24 properties. Fox scats were located in Alameda and San Joaquin counties. DNA was isolated from 16 of 32 scats collected in Alameda County and from the one scat collected in San Joaquin County; the results indicated that all of the 17 scat samples came from red fox. Table 4-2 summarizes the properties surveyed for scats of SJKF, red fox, and gray fox.

² Morrell, S. H. 1975. San Joaquin kit fox distribution and abundance in 1975. Calif. Dept. of Fish and Game, Wildl. Manage. Branch, Admin. Report 75-3, Sacramento, CA.

³ Morrell, S. H. 1975. San Joaquin kit fox distribution and abundance in 1975. Calif. Dept. of Fish and Game, Wildl. Manage. Branch, Admin. Report 75-3, Sacramento, CA. 27 pages.

⁴ Bell, H.M., J.A. Alvarez, L.L. Eberhardt, and K. Ralls. 1994. Distribution and Abundance of San Joaquin Kit Fox. Draft Final Report to the Department of Fish and Game. March 31.

⁵ Smith D. A., K. Ralls, B. L. Cypher, H. O. Clark, Jr., P. A. Kelly, D. F. Williams and J. E. Maldonado. 2006. Relative Abundance of Endangered San Joaquin Kit Foxes (*Vulpes macrotis mutica*) Based on Scat-Detection Dog Surveys. *The Southwestern Naturalist*, Vol. 51, No. 2 (Jun.), pp. 210-219.

⁶ Clark, H. O. Jr., R. R. Duke, M. C. Orland, R. T. Golightly, and S. I. Hagen. 2007. The San Joaquin Kit Fox in North-Central California: A Review. in *Transactions of the Western Section of the Wildlife Society* 43:27-36.

Table 4-2
Summary of Properties Surveyed in Alameda County for Scats of
Kit Fox, Red Fox, and Gray Fox

Survey Property	Distance Searched (km)	Number of Kit Fox Scats Collected	Fox Species Detected
<i>Alameda County</i>			
Bethany Reservoir	8	0	red fox
Haera Conservation Bank	11	0	red fox
Interstate 580 undercrossings	3	0	
California Aqueduct	8	0	red fox
USBR Delta Mendota Canal	15	0	red fox
Brushy Peak Regional Preserve	22	0	
Borges parcel	2	0	
Bruns parcel	5	0	
Kelso/Bruns parcel	3	0	
Lawrence Livermore National Laboratory (Site 300)	7	0	
<i>Contra Costa County</i>			
Los Vaqueros Reservoir	4	0	
Black Diamond Mines Regional Preserve	30	0	
Round Valley Regional Preserve	10	0	
Contra Loma Regional Park	4	0	
Vasco Caves Regional Preserve	9	0	
Cowell Ranch	13	0	
Byron mitigation parcel	15	0	
California Aqueduct	6	0	
USBR Delta Mendota Canal	4	0	
<i>San Joaquin County</i>			
Haera Conservation Bank	2	0	
Union Pacific Railroad right-of-way	18	0	
USBR Delta Mendota Canal	3	0	red fox
Carnegie State Vehicular Recreation Area	2	0	
Lawrence Livermore National Laboratory (Site 300)	9	0	

Source: Smith et al. (2006).

Smith et al. (2006) proposed that the northern range of the SJKF may possibly be a population sink, meaning that this geographic area is not supporting a self-sustaining kit fox population and must receive immigrants from other areas in order to persist over time. In Clark et al. (2007),⁷ *The San Joaquin Kit Fox in North-Central California: A Review in Transactions of the Western Section of the Wildlife Society*, the authors report their findings of an extensive literature review of the SJKF in the northern range. They cite the summarized sighting records of SJKF and the results of surveys in Alameda, Contra Costa, and San Joaquin counties by H.T. Harvey & Associates (1997)⁸ in Clark et al. (2007). These records were used to delineate the range limit of the SJKF in these counties, which represented little change from the findings of Swick (1973)⁹ in Clark et al. (2007). The SJKF range appeared to be restricted to the Altamont Hills and the western edge of San Joaquin Valley.

The authors state that recent sightings prompted further research to determine the current distribution of the SJKF in the northern range. These sightings included observations of kit foxes on the Black Diamond Mines Regional Preserve in 1996, 1997, and 1999; three kit foxes at Bethany Reservoir in 1998; kit foxes at Vasco Caves (East Bay Regional Parks) in 2001 and 2002; 2 kit foxes at Brushy Peak (East Bay Regional Parks) in 2002; and two kit foxes at Carnegie State Recreation Area. Clark et al. (2007), finalized their kit fox distribution discussion by citing Clark et al. (2002 a, b)^{10,11} and noting that these two reports concluded that the current status of the SJKF in the northern range is unknown and that continued development in the northern range would reduce habitat availability for kit foxes. Habitat loss could negatively affect the probability of maintaining a viable kit fox population in the northern range. Clark et al. (2007) cites the Smith et al. (2006) to point out that the northern range may possibly be a sink for the SJKF and future resources should be directed in conserving kit foxes in the three core populations described in the Recovery Plan.¹²

Clark et al. (2007) also describe the kit fox habitat in the northern range as grasslands, alkali scrub, oak savanna, and areas with vernal pools. The grassland habitat of the northern range may lack some environmental characteristics critical to the survival of the

⁷ Clark, H. O. Jr., R. R. Duke, M. C. Orland, R. T. Golightly, and S. I. Hagen. 2007. The San Joaquin Kit Fox in North-Central California: A Review. in *Transactions of the Western Section of the Wildlife Society* 43:27-36.

⁸ H.T. Harvey & Associates. 1997. Distribution of the San Joaquin kit fox in the north part of its range. H.T. Harvey & Associates, San Jose, CA.

⁹ Swick, C. D. 1973. Determination of San Joaquin kit fox range in Contra Costa, Alameda, San Joaquin and Tulare Counties, 1973. California Department of Fish and Game, Special Wildlife Investigations Program Report W-54-R-4, Sacramento, CA.

¹⁰ Clark, H. O. Jr., B. L. Cypher and P. A. Kelly. 2002a. Aerial Surveys for kit fox natal dens in the Northern Range, California. California State University, Stanislaus, Endangered Species Recovery Program, Fresno, CA.

¹¹ Clark, H. O. Jr., and P. A. Kelly. 2002b. Scent dogs Surveys for the San Joaquin kit fox in the Tracy Triangle area, California. California State University, Stanislaus, Endangered Species Recovery Program, Fresno, CA.

¹² USFWS. 1998. Recovery Plan for Upland Species of the San Joaquin Valley, California. U.S. Fish and Wildlife Service. Region 1. Portland, Oregon, USA.

SJKF. The geographic range and specific habitat characteristics of the SJKF in the northernmost portion of its range are less well understood than the information available for the southern range, and Bell (1994)¹³ cautioned that it might not be appropriate to base kit fox habitat use patterns in the northern range on use patterns in the southern range.

Clark et al. (1997) cite Orloff et al. (1986)¹⁴ since they reported on the habitat requirements of the SJKF in the northern limit of its range based on two sites. The habitat of the two study sites (Los Vaqueros and Bethany reservoirs) consisted of low rolling hills with annual grasslands. These sites had steeper slopes and denser soil characteristics of hard-packed clays or clay loams when compared to other soils found over most of the SJKF range. No evidence was apparent that kit foxes on the two sites constructed their own dens; most appeared to be enlarged California ground squirrel burrows, and it was assumed that the hard soils prevented kit foxes from digging their own dens. Therefore, many portions of the northern range may be unsuitable for kit fox if ground squirrels are not present.

The USFWS published the *Recovery Plan for Upland Species of the San Joaquin Valley, California* (Recovery Plan) in 1998. In the 1998 Recovery Plan, the USFWS described SJKF habitat requirements to include grasslands, scrublands, vernal pool areas, alkali meadows and playas, and an agricultural matrix of row crops, irrigated pastures, orchards, vineyards, and grazed annual grasslands. The USFWS further stated that the SJKF prefers habitats with loose-textured soils that are suitable for digging, but they occur on virtually every soil type. The kit fox preferred sites that are relatively flat, well-drained terrain and are seldom found in areas with shallow soils due to high water tables or impenetrable bedrock or hardpan layers. However, based on Orloff et al. (1986), kit foxes may occupy soils with high clay content where they can modify burrows dug by other animals, such as California ground squirrels.

As the previous references indicate, there is potentially suitable grassland and ruderal habitat within the Altamont Hills for the kit fox. However, there are two primary factors that indicate that the BART extension alternatives would not likely adversely affect the SJKF. First, the BART extension alternatives traverse urbanized, industrial, and previously disturbed areas, or sites with land uses that are incompatible with SJKF ecology in the cities of Dublin, Pleasanton, and Livermore. Second, while the Greenville Yard site could contain suitable foraging habitat for the SJKF, the distances of historically recorded occurrences of SJKF and intervening urban development, wind turbine development, and access roads, suggest that the SJKF has a low likelihood of occurrence in or adjacent to the BART extension study area. Based on these factors, BART did not evaluate potential impacts to the SJKF further in the Draft Program EIR.

¹³ Bell, H.M., J.A. Alvarez, L.L. Eberhardt, and K. Ralls. 1994. Distribution and Abundance of San Joaquin Kit Fox. Draft Final Report to the Department of Fish and Game. March 31.

¹⁴ Orloff, S., F. Hall and L. Spiegel. 1986. Distribution and habitat requirements of the San Joaquin kit fox in the northern extreme of their range. Transactions of the Western Section of the Wildlife Society 22:60-70.

- 1.2 Please refer to Master Response 7 of this document, regarding the Greenville Yard.
- 1.3 The study area is not part of a major or local wildlife corridor/travel route, because 1) existing land uses in the proximity of the ACE railroad line underpass east of the Greenville Road underpass are not compatible with wildlife movement and 2) other I-580 underpasses in the vicinity do not connect two significant habitats. Impact BIO-1 (see pages 3.9-43 to 3.9-51) states that alternatives with the proposed Isabel/I-580 Station would result in the fill (culverting) of Arroyo las Positas. However, Arroyo las Positas does not connect two significant habitat areas. North of I-580, there is suitable habitat for species that could use the arroyo as a wildlife crossing, but south of the freeway, the arroyo meanders through a small active agricultural area, an industrial/office complex, the Livermore Municipal Airport, and the Las Positas Golf Course, and eventually drains into Arroyo Mocho which continues to drain through the urban area of Pleasanton. Thus, the area south of I-580 is not significant habitat and the Arroyo las Positas would not act as a wildlife travel route. In order to clarify these points, page 3.9-34, paragraph 4 of the Draft Program EIR is revised and supplemented as follows:

Wildlife Corridors

Wildlife corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. ~~The study area is not part of a major or local wildlife corridor/travel route, because it does not connect two significant habitats.¹⁵ Additionally much of the study area has already been divided by I 580, and wildlife are not likely to move through the study area north to south (or vice versa). The creeks and arroyos within the study area do not serve as wildlife corridors since they do not connect two significant habitat areas.~~ Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, would not likely persist over time in fragmented or isolated habitat areas because they prohibit the infusion of new individuals and genetic

¹⁵ ~~California Wilderness Coalition, Missing Linkages: Restoring Connectivity to the California Landscape, November 2000.~~

information.^{15,16,17,18} Wildlife corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.^{19,20,21}

Wildlife movement activities usually fall into one of three movement categories: (1) dispersal (e.g., juvenile animals from natal areas, or individuals extending range distributions); (2) seasonal migration; and (3) local movements related to home range activities (foraging for food or water, defending territories, searching for mates, breeding areas, or cover). A number of terms have been used in various wildlife movement studies, such as "wildlife corridor," "travel route," "habitat linkage," and "wildlife crossing," to refer to areas in which wildlife move from one area to another. To clarify the meaning of these terms and facilitate the discussion of wildlife movement in this analysis, these terms are defined as follows:

Travel route—A landscape feature (such as a ridgeline, drainage, canyon, or riparian strip) within a larger natural habitat area that is used frequently by animals to facilitate movement and provide access to necessary resources (e.g., water, food, cover, den sites). The travel route is generally preferred because it provides the least amount of topographic resistance in moving from one area to another. It contains adequate food, water, and/or cover while moving between habitat areas and provides a relatively direct link between target habitat areas.

Wildlife corridor—A piece of habitat, usually linear in nature, that connects two or more habitat patches that would otherwise be fragmented or isolated from one another. Wildlife corridors are usually bounded by urban land areas or other areas

¹⁵ MacArthur Robert H and Edward O. Wilson. The Theory of Island Biogeography. Princeton, NJ.: Princeton University Press. 1967.

¹⁶ Soule, M.E. 1987 Where Do We Go From Here? In M. Soule (ed) Viable Populations for Conservation. Cambridge, England: Cambridge University Press: 175-183.

¹⁷ Harris, L.D. and P.B. Gallagher. 1989. New Initiatives for Wildlife Conservation: the Need for Movement Corridors. Pages 11-34 in G. Mackintosh ed. Preserving Communities and Corridors. Defenders of Wildlife., Washington, D.C. 96pp.

¹⁸ Bennett, A.F. 1990. Habitat Corridors and the Conservation of Small Mammals in a Fragmented Forest Environment. Landscape Ecol. 4:109-122.

¹⁹ Noss, R.F. 1983. A Regional Landscape Approach to Maintain Diversity. Bio Science 33:700-706.

²⁰ Simberloff, D. and J. Cox. 1987. Consequences and Costs of Conservation Corridors. Conserv. Biol. 1:63-71.

²¹ Harris, L.D. and P.B. Gallagher. 1989. New Initiatives for Wildlife Conservation: the Need for Movement Corridors. Pages 11-34 in G. Mackintosh ed. Preserving Communities and Corridors. Defenders of Wildlife., Washington, D.C. 96pp.

unsuitable for wildlife. The corridor generally contains suitable cover, food, and/or water to support species and facilitate movement while in the corridor. Larger, landscape-level corridors (often referred to as "habitat or landscape linkages") can provide both transitory and resident habitat for a variety of species.

Wildlife crossing—A small, narrow area, relatively short in length and generally constricted in nature, that allows wildlife to pass under or through an obstacle or barrier that otherwise hinders or prevents movement. Crossings typically are manmade and include culverts, underpasses, drainage pipes, and tunnels to provide access across or under roads, highways, pipelines, or other physical obstacles. These often represent "choke points" along a movement corridor.

Within a large open space area in which there are few or no manmade or naturally occurring physical constraints to wildlife movement, wildlife movements may not be funneled into corridors, as defined above. Given an open space area that is both large enough to maintain viable populations of species and provide a variety of travel routes (canyons, ridgelines, trails, riverbeds, and others), wildlife would use these "local" routes while searching for food, water, shelter, and mates, and would not need to cross into other large open space areas. Based on their size, location, vegetative composition, and availability of food, some of these movement areas (e.g., large drainages and canyons) are used for longer lengths of time and serve as source areas for food, water, and cover, particularly for small- and medium-size animals. This is especially true if the travel route is within a larger open space area. However, once open space areas become constrained and/or fragmented as a result of urban development or construction of physical obstacles, such as roads and highways, the remaining landscape features or travel routes that connect the larger open space areas can become corridors as long as they provide adequate space, cover, food, and water, and do not contain obstacles or distractions (e.g., manmade noise, lighting) that would generally hinder wildlife movement.

The California Wilderness Coalition report "Missing Linkages: Restoring Connectivity to the California Landscape,"²² refers to the Altamont Hills area as a connectivity choke-point based on the fact that the two grassland habitat areas north and south of I-580 are divided by the freeway. The Altamont Hills were identified as a connectivity choke-point for movements of San Joaquin kit fox, golden eagle, burrowing owl, California condor, and California tiger salamander. Numerous barriers were mentioned for the Altamont Hills linkage: I-580, Altamont Hills wind turbine development, development and expansion of Los Vaqueros Reservoir, the California Aqueduct, and loss of habitat from development in Brentwood, Antioch, Tracy Hills, and South Schulte. Maintaining adequate habitat cover at the Greenville Road crossing was named as a restoration priority. The "Greenville

²² California Wilderness Coalition, Missing Linkages: Restoring Connectivity to the California Landscape, November 2000.

Road crossing" referred to in the Missing Linkages report represents the crossing west of the ACE railroad lines. The crossing is located 0.2 miles east of the Greenville Road underpass. This crossing is approximately 300 feet wide and it was where the old Southern Pacific Railroad would start its ascent up the Altamont Hills. In summary, the Missing Linkages report focuses on the Altamont Hills since that is the area where suitable habitat would be present. As a result, the urban areas of Dublin, Livermore, and Pleasanton are not included in this linkage since the urban nature precludes the presence of habitat and of some of the species identified in the Altamont Hills linkage.

The area north of I-580 at the junction of Greenville Road is mostly undeveloped; however, in the northeast quadrant of this interchange there is an off-road/motocross park, and two small model airplane landing strips within the BART property, a cell phone radio tower and small building, and Altamont Pass Road. The rest of the surrounding area is undeveloped. The area south of I-580 and west of Greenville Road is a semi-industrial area consisting of office/industrial park, hotels, and a Chevron gas station. The area east of Greenville Road contains a sheep corral; a small vineyard; industrial uses, such as construction equipment and material storage; and the ACE railroad tracks. The area under the I-580 overpass is fenced with a chain-link fence, surrounding the construction materials and equipment; this storage area extends into the underpass. The ACE railroad tracks to the east are also fenced creating a barrier between the tracks and the properties to the west of the tracks. The only area that is not blocked by chain link fencing is the area east of the ACE railroad tracks, which are fenced by barb wire. Additionally, a small vineyard is located just south of this overpass, and the eastern border of this vineyard is also fenced. As a result, the only area under the freeway that is available for any type of wildlife movement would be the ACE railroad tracks and the dirt road on the east side of the ACE railroad tracks, which are regularly disturbed by passing ACE trains. The travel route is thus not expected to be highly used because of limited access and the developed nature of the area south of I-580. Nevertheless, if a BART extension alternative, including the Greenville Station East were selected for further design and environmental review, the conditions at the Greenville Road crossing should be examined at that time.

Other areas within the study area that could serve as wildlife crossings include the creeks that cross I-580. The extension alternatives that would cross these creeks, including Arroyo las Positas, would utilize free span bridges and are not expected to alter the configuration of the box culverts within these crossings. Furthermore, the animals that currently use these areas are already habituated to the lighting, noise, and vibration from I-580 traffic. The proposed Isabel/I-580 Station would result in the fill (culverting) of Arroyo las Positas. However, Arroyo las Positas does not connect two significant habitat areas. North of I-580, there is suitable habitat for species that could use the arroyo as a wildlife crossing, but south of the

freeway, the arroyo meanders through unsuitable habitat consisting of a small active agricultural area, an industrial/office complex, the Livermore Municipal Airport, and the Las Positas Golf Course and eventually drains into Arroyo Mocho which continues to drain to the urban area of Pleasanton.

The California Department of Fish and Game (DFG) and California Department of Transportation (Caltrans) recently released data from the "California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California," which identifies large remaining blocks of intact habitat or natural landscape and models linkages between them that need to be maintained, particularly as corridors for wildlife. The information is intended to serve as "an initial analysis of connectivity for California and a map upon which future analyses can be built." As such, the connectivity maps are useful at the program-level of analysis to determine if alternatives may affect wildlife movement. As shown in Figure 3.9-5, there are patches of open space that represent intact habitat and areas of connectivity in the BART to Livermore Extension study area (these areas typically correlate with parks and golf courses in the area); however, none of the alternative alignments would cross these connectivity areas and, thus, would not be expected to detract from major wildlife migration routes.

In summary, based on current conditions, the underpass east of Greenville Road is not serving as a major or local wildlife corridor since the functions of the crossing have been rendered unusable by current land uses. The creek culverts beneath I-580 could serve as wildlife crossings, but the BART to Livermore alternatives that would cross these creeks are not expected to alter those box culverts or affect the wildlife crossings. Therefore, the BART extension alternatives would not affect the wildlife crossings in the Study Area and are not discussed further.

- 1.4 Please refer to Master Response 7 of this document, regarding the proposed Greenville Yard and the impacts that it would have on vernal pool fairy shrimp, California tiger salamander, and California red-legged frog habitat. In addition, please also refer to Response 1.1, regarding San Joaquin kit fox, and Response 1.3, regarding wildlife corridors. Furthermore, please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses. Master Response 1 includes a discussion of the adequacy of the mitigation measures included in the Draft Program EIR. Additionally, BART disagrees with the USFWS assertion that the Greenville East Station location would remove denning and foraging habitat for the San Joaquin kit fox, in part, because no kit fox signs were observed during the reconnaissance surveys and other surveys for kit fox (Smith et al, 2006)²³ have not found kit fox signs in the area of the Greenville East Station. Additionally, the area of the proposed Greenville East Station is

²³ Smith D. A., K. Ralls, B. L. Cypher, H. O. Clark, Jr., P. A. Kelly, D. F. Williams and J. E. Maldonado. 2006. Relative Abundance of Endangered San Joaquin Kit Foxes (*Vulpes macrotis mutica*) Based on Scat-Detection Dog Surveys. The Southwestern Naturalist, Vol. 51, No. 2 (Jun.), pp. 210-219.

- currently occupied by a construction material, equipment, and recreational vehicle storage area; sheep corral; vineyard; and other industrial uses. Although the area supports small patches of disturbed annual grassland, these are surrounded by industrial uses, truck storage, construction material storage, and disked areas that are incompatible with the requirements of the kit fox. These land use areas are depicted in Figure 3.9-2c of the Draft Program EIR (see page 3.9-6). Due to the present land uses and disturbed nature of the area, it is unlikely that the kit fox would be found in the area proposed for the Greenville East Station. Furthermore, the USFWS assertion that the Greenville East Station would result in the loss of eight percent of vernal pool fairy shrimp critical habitat, and aquatic and upland habitat for California tiger salamanders and California red-legged frogs is incorrect, since the location of the Greenville East Station is outside of the vernal pool fairy shrimp critical habitat designation and current land uses as described above would preclude the presence of California tiger salamander and California red-legged frog.
- 1.5 Please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses and the adequacy of programmatic mitigation measures. The Draft Program EIR, pages 3.9-58 to 3.9-68 and Mitigation Measures BIO-4.2 and BIO-5.1 provides analysis and mitigation measures for impacts to California red-legged frogs, vernal pool shrimp, and critical habitat at an appropriate level of detail for a programmatic environmental analysis. Please refer to Master Response 7 of this document for additional discussion of these biological resources.
- 1.6 Please refer to Master Response 7 of this document regarding the Greenville Yard, and please refer to Response 1.4 regarding the Greenville East Station. Please also refer to Master Response 1 of this document, regarding the adequacy of programmatic mitigation measures included in the Draft Program EIR. Mitigation Measures BIO-4.2 and BIO-5.1 require BART to consult with USWFS and obtain appropriate incidental take authorization for California red-legged frogs and vernal pool shrimp (see Draft Program EIR, pages 3.9-62 and 3.9-65 to 3.9-66). The need for incidental take authorization is also acknowledged in Table 1-1 of the Draft Program EIR. It would not be appropriate to remove alternatives from consideration in the Final Program EIR and eliminate them from consideration by the BART Board of Directors. The BART Board will consider the merits of the alignment alternatives, including the biological resource issues raised by the comment, during the final hearing to select a preferred alternative.

Letter 2



ARNOLD SCHWARZENEGGER
GOVERNOR

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



CYNTHIA BRVANT
DIRECTOR

December 22, 2009

Malcolm Quint
Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Subject: BART to Livermore Extension Draft Program EIR
SCH#: 2008062026

Dear Malcolm Quint:

2.1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 21, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008062026
Project Title BART to Livermore Extension Draft Program EIR
Lead Agency Bay Area Rapid Transit District

Type EIR Draft EIR

Description The San Francisco Bay Area Transit District is proposing an extension to the existing transit system for enhanced rail service to eastern Alameda County. Service would follow an alignment originating in the median of I-580 at the Dublin/Pleasanton BART Station and extend eastward to Pleasanton and Livermore. Nine different alignments with varying combinations of station and maintenance facilities have been identified. All alignments are either completely contained within the I-580 median or diverge from I-580 and pass southeasterly through portions of the City of Livermore to the existing Union Pacific Railroad corridor or the former Southern Pacific Railroad corridor.

Lead Agency Contact

Name Malcolm Quint
Agency Bay Area Rapid Transit District
Phone 510-464-7677
email
Address 300 Lakeside Drive, 16th Floor
City Oakland **State** CA **Zip** 94612

Project Location

County Alameda
City Pleasanton, Dublin, Livermore
Region
Lat / Long 37° 41' 0" N / 121° 46' 10" W
Cross Streets I-580 and Camino Tassajara, Isabel Ave, Livermore Ave, Greenville Rd
Parcel No. multiple
Township 3s **Range** 1-2E **Section** **Base** MDB&M

Proximity to:

Highways I-580, SR 84
Airports Livermore Municipal
Railways ACE, UPRR
Waterways Tassajara Cr, Arroyo Mocho, Arroyo Las Positas
Schools Multiple
Land Use multiple designations, including transportation, commercial, agricultural, light industrial, and residential

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; 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; Toxic/Hazardous; Vegetation; Water Supply; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual; Biological Resources; Forest Land/Fire Hazard; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 11/05/2009 **Start of Review** 11/05/2009 **End of Review** 12/21/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter 2 Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

2.1 This letter acknowledges the receipt of the Draft Program EIR by the State Clearinghouse, and its distribution to State agencies for review. No response is necessary.



ARNOLD SCHWARZENEGGER
GOVERNOR

Letter 3
STATE OF CALIFORNIA

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

December 28, 2009

Malcolm Quint
Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Subject: BART to Livermore Extension Draft Program EIR
SCH#: 2008062026

Dear Malcolm Quint:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on December 21, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

- 3.1

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2008062026) when contacting this office.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Letter 3 Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

3.1 This letter is a cover letter forwarding comments from other State agencies. No response is necessary.



ARNOLD SCHWARZENEGGER
GOVERNOR

December 31, 2009

Letter 4
STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Malcolm Quint
Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Subject: BART to Livermore Extension Draft Program EIR
SCH#: 2008062026

Dear Malcolm Quint:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on December 21, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

4.1

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2008062026) when contacting this office.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Letter 4 Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

4.1 This letter is a cover letter forwarding comments from other State agencies. No response is necessary.

Letter 5

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
 P. O. BOX 23660
 OAKLAND, CA 94623-0660
 PHONE (510) 622-5491
 FAX (510) 286-5559
 TTY 711



*Flex your power!
 Be energy efficient!*

January 21, 2010

ALA580847
 ALA-GEN
 SCH#2008062026

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 16th Floor
 Oakland, CA 94612

Dear Mr. Quint:

Bart to Livermore Extension– Draft Program Environmental Impact Report

Thank you for including the California Department of Transportation (Department) in the environmental review process for the San Francisco Bay Area Rapid Transit District (BART) to Livermore Extension project. The following comments are based on the review of the Draft Program Environment Impact Report (DPEIR). As lead agency, BART is responsible for all project mitigation, including any needed improvements to State highways.

Forecasting and Highway Operations

- 5.1 ■ 1. The DPEIR should provide information about travel demand forecast methodology and travel demand model local area validation.
- 5.2 ■ 2. The DPEIR should provide mainline freeway and arterial travel demand forecasts that were used to develop level-of-service analysis in tables 3.2-25 and 3.2-26.
- 5.3 ■ 3. It is not clear if the intersection turning movement forecast volumes in figures 3.2-7 through 3.2-16 are raw model forecast volumes or are adjusted turning movements based on actual counts and base year forecasts. Please clarify.
- 5.4 ■ 4. The data for the three scenarios, existing, interim, and interim with project appears to be omitted. Only 2035 was included, which appears to match the Department's existing volumes.
- 5.5 ■ 5. Please include for all alternatives the 'project only' trip generation traffic volume distribution diagram (format as figure 3.2-8) impacting state facilities including mainline, ramps, and ramp access for both the interim and 2035 projections.

"Caltrans improves mobility across California"

Mr. Malcolm Quint / BART
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 Page 2

- 5.6 6. Please include specific analysis for each alternative's eastern-most station including the parking, the termini access, the impact to state facilities resulting from trans-altamont traffic, and the specific detailed mitigation proposed.
- 5.7 7. For better clarity, please include the diagrams of proposed interchanges, ramps, and ramp access facilities in the DPEIR.
- 5.8 8. To better assess potential impacts to state facilities additional ramp analyses and diagrams for each alternative should be demonstrated.
- 5.9 9. Please provide the Department with mainline and ramp volumes used in the analyses. Specific ramp volumes in the diagrams need to be clear for verification of volumes used in the proposal.
- 5.10 10. Mitigation measures should consider state highway and non-state highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
- 5.11 11. All mitigation measures proposed should be fully discussed including financing, scheduling, implementation responsibilities, and lead agency monitoring.
- 5.12 12. Please address the following questions on the freeway ramp study intersections (SI):
- SI #20; Greenville Road & WB I-580 ramps:
 The intersection is depicted as a four legged intersection (figures 3.2-7 to 16), is that correct? Does that include the westbound (WB) on/off-ramp volumes? This figure seems to be on Greenville Road where the WB AM off-ramp contributes to the southbound (SB) Greenville and northbound (NB) PM Greenville to WB on-ramp volumes. These need to be isolated. As depicted, the volumes may cover the WB Altamont Road volumes as well as the ramps. Please clarify and include additional freeway ramp study intersections as necessary.
- SI #21; Greenville & EB I-580 ramps:
 The intersection is depicted as a four legged intersection (figures 3.2-7 to 16)—is that correct? Clarity is needed to understand the intersection legs, Greenville Road, on/off-ramp and/or parking access (existing ramps on SI#14). Does this include eastbound (EB) on/off-ramp volumes? The figure seems to be on Greenville where WB AM off-ramp contributes to SB Greenville Road and NB PM Greenville Road to WB on-ramp volumes need to be isolated. As depicted, volumes may cover WB Altamont Road volumes as well as the ramps.
- 5.14 SI #23; Vasco & EB I-580 ramps:
 The figure is unclear because SB movement has a WB right turn where existing is a left turn. Please clarify the south to east movement. In figures 3.2-7 to 16, 2035 SB Vasco

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Mr. Malcolm Quint / BART
January 21, 2010
Page 3

- 5.14 cont. ↑ Road to EB on-ramp volumes seem low compared to the Department's existing volumes. Please verify data used.
- 5.15 SI #24: First St & WB I-580 ramps:
Year 2035 volumes in general match the Department's volumes except for the WB off-ramp to NB First Street which is high at 1363 vehicles per hour for the PM in figure 3.2-13. Please verify or correct the forecast.
- 5.16 All SI:
Any updated forecasting should ripple throughout the network.
- Design**
- 5.17 1. On figure 2-3, the limits of the station area should not include the freeway mainline and the ramps east of Isabel Avenue.
- 5.18 2. On table 3.2-2, regarding arterial #9, be specific about whether the segment starts from the I-580 EB off-ramp.
- 5.19 3. On figure S-1, please show all proposed BART stations.
- 5.20 4. On page 2-45, alternative 4- Isabel/I-580, the document states that BART operations would require a 46-foot-wide corridor. However, additional width would be required at the Isabel/I-580 station. What is the proposed total width at this location?
- 5.21 5. Please show the location of the proposed I-580 pedestrian bridge as mentioned under alternative 1.
- 5.22 6. On pages 3.2-19, the document states that the existing BART park-and-ride lot along Airway Boulevard at Rutan Drive in Livermore will be relocated with the construction of the new I-580/Isabel Avenue interchange. Where will the park-and-ride lot be located?
- System Planning**
- 5.23 1. Please consider updating the financially constrained project list to include Metropolitan Transportation Commission's T2035 listings.
- 5.24 2. On page 3.2-30, please clarify which version of the Regional Transportation Plan (RTP) is being used. The most recent RTP should be consulted for updated project lists.
- 5.25 3. On page 3.2-38, it states that the 2001 RTP was used to identify roadway improvement projects in and near the city of Livermore. The 2009 RTP, T2035, was approved in April 2009; the DPEIR text regarding assumed projects in the corridor should be updated to reflect this most current RTP.
- 5.26 4. In tables S-2, S-3, and S-4, the land use conflict between I-580 median needs and programmed I-580 widening projects for high occupancy vehicle/high occupancy toll


"Caltrans improves mobility across California"

Mr. Malcolm Quint / BART
January 21, 2010
Page 4

- 5.26
cont. ↑
- 5.27 ↓
- lane projects by the Department constitutes a land use concern that is not, but should be, acknowledged in these tables.
5. On pages, 3.2-46, and 3.2-65 through 3.2-78, please provide the assumed I-580 corridor mode shift impact (before/after percentage of single occupancy vehicles vs. BART, or expected vehicles removed from I-580 to ride BART) for the project alternatives, or for the overall project assumed in the Alameda County Congestion Management Agency model.

Should you have any questions regarding this letter, please call me at (510) 622-5491.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

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Letter 5 California Department of Transportation

5.1 CEQA encourages placing highly technical and specialized information in separate reports rather than in the body of an EIR, so long as the information is available for public review. The travel demand forecast methodology and travel demand model local area validation have been included in the Transportation Technical Report prepared for the BART to Livermore Extension Draft Program EIR. This report was provided to Mr. Ravinder Singh and Mr. Phillip Cox at Caltrans District 4 on December 16, 2009.

The Transportation Technical Report Chapter 4 (see Section 4.5, page 46) includes the travel demand validation for the study area, and Tables 23 and 24 show the AM and PM peak hour model validation by facility type for the study area, respectively. Section 4.8 in the report includes the future volume development methodology; Figure 21 depicts the link volume adjustment process; and Figure 22 depicts the intersection turning movements adjustment process (Furness Method).

5.2 The mainline volumes (I-580 freeway) and arterial volumes (total through movements per corridor) for the No Build Alternative and BART extension alternatives that were used as inputs to the level-of-service analysis are presented in Table 4-3 and Table 4-4 (see attached tables). These tables are added to the Transportation Technical Report

5.3 The intersection turning movement forecast volumes in Figures 3.2-7 through 3.2-16 of the Draft Program EIR reflect adjusted future year 2035 traffic turning movements based on actual counts, and existing and future year model forecasts. The difference between the future year and existing year model forecast values was added to the existing traffic count data to derive the adjusted forecast traffic numbers that are presented in the figures.

5.4 The existing, interim, and interim with project scenarios were not considered in this analysis. Since this is a program EIR, its primary purpose is to provide a meaningful comparison of the alternatives. As required by CEQA, impacts are identified as the change to "baseline" conditions which are normally, but not always, the conditions that exist at the time the environmental analysis is commenced. When conditions vary substantially over time, the baseline conditions should not be an unrepresentative "snapshot" of conditions on the date that CEQA review commenced, but should consider the long-term trend of variation. A transportation project includes significant capital infrastructure that takes years to construct and is intended to meet long-term needs. As a result, the effects of transportation projects are, and should be, evaluated based on a longer-term perspective that takes increases in population and programmed changes to the transportation system into account. Also, because this is a program EIR, an implementation plan has not been developed for the alternatives under consideration. Typically an "interim" analysis as requested by the commentor would address the conditions during or shortly after the year in which the alternative is implemented. Given that no implementation or funding plans exist for the BART to Livermore Extension Program, there is no basis to assume that the

Table 4-3
I-580 Study Freeway Segment Analysis – Mainline Volumes by Alternative - 2035

Alternatives		Freeway Segment											
		From:	Hopyard Road	Hacienda Drive	Santa Rita Road	El Charro Road	Airway Boulevard	Isabel Avenue	Livermore Avenue	First Street	Vasco Road	Greenville Road	Greenville Road
		To:	Hacienda Drive	Santa Rita Road	El Charro Road	Airway Boulevard	Isabel Avenue	Livermore Avenue	First Street	Vasco Road	Greenville Road	East of Greenville Road	
		Peak Hour	Mainline Volumes	Mainline Volumes	Mainline Volumes	Mainline Volumes	Mainline Volumes	Mainline Volumes	Mainline Volumes	Mainline Volumes	Mainline Volumes	Mainline Volumes	
No Build	EB	AM	8,832	8,570	6,294	5,560	5,969	5,501	5,978	6,002	5,133	6,029	
		PM	10,372	10,061	8,412	8,838	9,692	9,901	9,380	8,571	7,244	10,087	
	WB	AM	10,435	10,448	9,255	9,929	10,068	8,882	7,941	6,501	7,192	8,364	
		PM	6,563	6,471	5,788	5,875	6,248	5,989	5,977	5,356	4,519	5,068	
1 – Greenville East	EB	AM	8,488	8,285	6,343	5,422	5,969	5,382	5,885	5,908	4,940	5,826	
		PM	9,889	9,010	7,118	7,353	8,426	9,148	9,219	8,684	7,307	10,555	
	WB	AM	9,791	9,007	7,984	8,256	8,649	8,291	7,360	6,071	6,853	8,836	
		PM	6,787	6,438	5,731	5,826	6,124	5,977	5,992	5,465	4,501	5,076	
1a – Downtown Greenville via UPRR	EB	AM	8,466	8,249	6,307	5,389	5,937	5,392	5,884	5,917	4,994	5,843	
		PM	9,947	9,057	7,433	7,619	8,584	9,158	8,896	8,456	7,628	10,809	
	WB	AM	9,810	9,221	8,216	8,482	8,859	7,972	7,047	6,070	7,256	9,178	
		PM	6,772	6,477	5,764	5,849	6,161	5,897	5,934	5,505	4,498	5,060	
1a – Downtown Greenville via SPRR	EB	AM	8,466	8,249	6,307	5,389	5,937	5,392	5,884	5,917	4,994	5,843	
		PM	9,947	9,057	7,433	7,619	8,584	9,158	8,896	8,456	7,628	10,809	
	WB	AM	9,810	9,221	8,216	8,482	8,859	7,972	7,047	6,070	7,256	9,178	
		PM	6,772	6,477	5,764	5,849	6,161	5,897	5,934	5,505	4,498	5,060	
2 – Las Positas	EB	AM	8,468	8,234	6,347	5,399	5,958	5,380	5,889	5,915	4,902	5,827	
		PM	9,914	9,013	7,325	7,526	8,524	9,401	9,473	8,917	7,660	10,454	
	WB	AM	9,853	9,152	8,170	8,528	8,791	8,599	7,669	6,332	7,143	9,130	
		PM	6,825	6,472	5,766	5,859	6,169	5,984	5,983	5,521	4,591	5,063	
2a – Downtown-Vasco	EB	AM	8,416	8,273	6,292	5,383	5,933	5,396	5,881	5,913	4,990	5,851	
		PM	9,918	9,086	7,386	7,676	8,709	9,054	8,830	8,377	7,762	10,592	
	WB	AM	9,760	9,213	8,151	8,413	8,744	7,987	7,057	6,058	7,212	9,077	
		PM	6,689	6,491	5,774	5,853	6,187	5,884	5,885	5,528	4,502	5,071	
3 – Portola	EB	AM	8,406	8,212	6,305	5,415	5,971	5,426	5,889	5,927	4,968	5,853	
		PM	9,872	8,990	7,437	7,647	8,719	10,021	10,092	9,614	8,554	10,978	
	WB	AM	9,697	9,300	8,251	8,483	8,864	9,168	8,240	6,868	7,963	9,229	
		PM	6,811	6,478	5,776	5,867	6,179	5,994	6,018	5,587	4,580	5,058	
3a – Railroad	EB	AM	8,423	8,228	6,321	5,406	5,953	5,383	5,888	5,905	4,960	5,855	
		PM	9,882	9,087	7,636	7,883	8,855	9,504	9,575	9,120	8,585	10,998	
	WB	AM	9,783	9,491	8,455	8,698	9,072	8,718	7,789	7,004	8,066	9,304	
		PM	6,756	6,471	5,755	5,842	6,159	5,953	5,985	5,569	4,575	5,041	
4 – Isabel/I-580	EB	AM	8,568	8,390	6,314	5,384	5,871	5,526	5,984	5,993	4,937	5,865	
		PM	10,013	9,145	7,700	7,926	8,994	10,469	10,541	9,953	8,457	11,010	
	WB	AM	9,885	9,614	8,469	8,800	9,220	9,650	8,726	7,260	7,994	9,258	
		PM	6,791	6,502	5,788	5,887	6,203	6,090	6,086	5,603	4,579	5,056	
5 – Quarry	EB	AM	8,552	8,372	6,378	5,444	8,928	5,471	5,952	5,986	4,986	5,890	
		PM	9,975	9,396	7,938	8,187	9,188	9,791	9,864	9,345	7,881	10,396	
	WB	AM	9,906	9,815	8,753	9,153	9,465	8,960	8,034	6,594	7,419	8,604	
		PM	6,747	6,488	5,784	5,871	6,182	5,983	5,994	5,542	4,503	5,015	

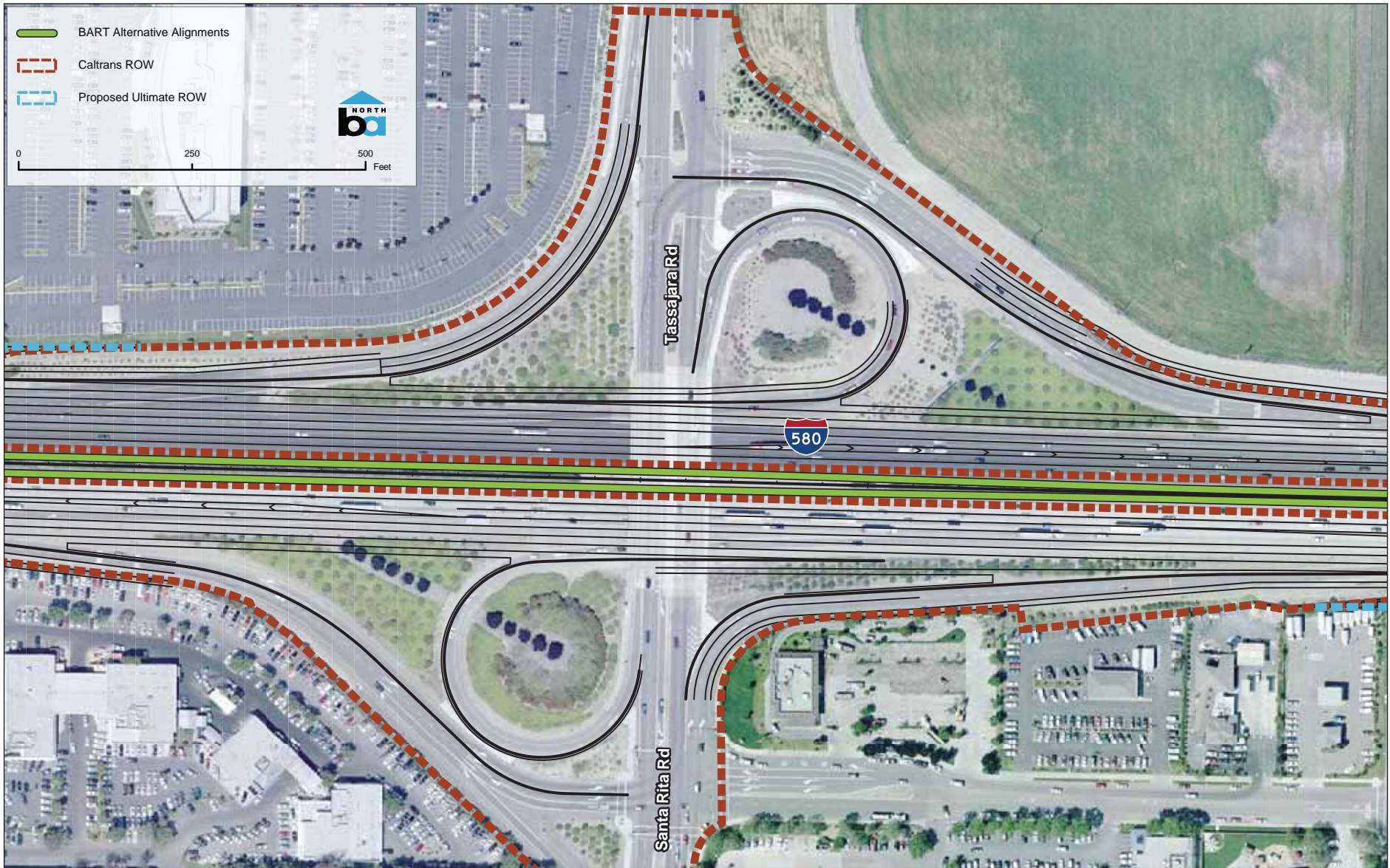
Source: Wilbur Smith Associates, 2009.

Table 4-4
Arterial Roadway Analysis – Volumes by Alternative - 2035

Alternatives	Peak Hour	Alternatives										
		No Build	1 – Greenville East	1a – Downtown Greenville via UPRR	1b – Downtown Greenville via SPRR	2 – Las Positas	2a – Downtown-Vasco	3 – Portola	3a – Railroad	4 – Isabel/ I-580	5 – Quarry	
		Arterial Volumes	Arterial Volumes	Arterial Volumes	Arterial Volumes	Arterial Volumes	Arterial Volumes	Arterial Volumes	Arterial Volumes	Arterial Volumes	Arterial Volumes	
1 – Greenville Road	NB	AM	1,170	1,272	1,324	1,324	987	1,013	1,019	1,064	1,079	1,043
		PM	6,790	6,361	6,203	6,203	7,644	7,490	6,222	6,267	6,109	6,181
	SB	AM	6,001	7,573	7,121	7,121	7,083	7,545	5,716	5,662	5,739	5,752
		PM	933	1,532	1,155	1,155	989	1,014	898	918	933	904
2 – Vasco Road	NB	AM	10,287	9,777	9,705	9,705	9,859	9,778	9,724	9,976	9,834	9,887
		PM	23,242	21,765	21,380	21,380	23,444	23,661	21,772	22,764	21,656	21,807
	SB	AM	17,733	18,140	17,598	17,598	19,509	19,849	17,698	18,879	18,189	18,152
		PM	8,052	7,507	7,369	7,369	8,008	8,153	7,552	7,884	7,768	7,441
3 – First St.	NB	AM	5,895	5,597	5,611	5,611	5,668	5,653	5,939	5,990	5,638	5,510
		PM	7,308	8,039	10,011	10,011	7,729	9,515	9,671	7,844	7,757	7,696
	SB	AM	7,125	7,227	10,339	10,339	7,406	9,808	8,262	9,230	7,488	7,343
		PM	6,247	5,854	5,995	5,995	5,960	6,153	6,248	6,641	5,987	5,890
4 – First St. (downtown)	EB	AM	2,450	2,223	2,462	2,462	2,365	2,500	2,428	2,654	2,235	2,307
		PM	5,686	5,812	6,511	6,511	5,830	6,340	6,115	6,747	5,724	5,767
	WB	AM	5,119	5,118	5,471	5,471	5,292	5,568	5,516	6,326	5,180	5,433
		PM	3,040	2,933	3,093	3,093	2,965	3,182	3,123	3,263	2,973	3,075
5 – Livermore Ave.	NB	AM	8,139	8,157	7,759	7,759	8,103	7,397	7,509	7,686	8,530	7,913
		PM	8,332	8,874	8,952	8,952	8,749	9,434	8,410	8,587	8,690	9,020
	SB	AM	5,175	5,071	5,098	5,098	4,950	5,169	5,028	5,256	5,037	5,745
		PM	8,973	8,154	7,501	7,501	7,909	7,813	7,250	8,414	7,677	7,582
6 – Livermore Ave. (downtown)	NB	AM	1,240	964	1,220	1,220	1,121	1,135	1,069	1,211	1,126	1,015
		PM	1,222	1,368	1,415	1,415	1,429	1,433	1,380	1,242	1,436	1,566
	SB	AM	1,070	1,000	1,105	1,105	971	1,030	1,002	1,110	1,021	1,001
		PM	1,311	1,215	1,075	1,075	931	1,097	1,207	1,355	1,124	987
7 – Stanley Blvd	EB	AM	3,113	2,832	2,925	2,925	2,780	2,979	2,952	3,056	2,927	3,128
		PM	14,224	14,535	14,389	14,389	14,268	14,364	14,190	14,567	14,095	15,667
	WB	AM	14,141	13,477	13,630	13,630	13,650	13,787	13,556	13,909	13,794	15,215
		PM	3,980	4,213	4,408	4,408	4,155	4,360	4,486	4,049	4,226	4,466
8 – Stanley Blvd. (downtown)	EB	AM	4,160	3,797	4,330	4,330	379	4,554	4,368	4,570	3,857	3,981
		PM	8,568	8,761	8,854	8,854	8,581	8,647	8,649	8,674	8,551	9,198
	WB	AM	7,134	7,013	7,266	7,266	7,052	7,339	7,353	7,196	7,332	7,709
		PM	4,590	4,472	5,333	5,333	4,513	5,475	5,481	4,945	4,575	4,616
9 – Isabel Avenue ^c	NB	AM	12,209	11,529	10,738	10,738	11,349	10,757	10,715	10,941	11,416	11,150
		PM	9,680	9,290	9,283	9,283	9,508	9,527	9,347	9,922	9,644	10,088
	SB	AM	7,757	7,144	6,850	6,850	7,230	7,008	6,806	8,514	7,117	8,145
		PM	8,907	9,067	8,204	8,204	9,296	8,518	9,266	8,185	9,872	8,343

Source: Willbur Smith Associates, 2009.

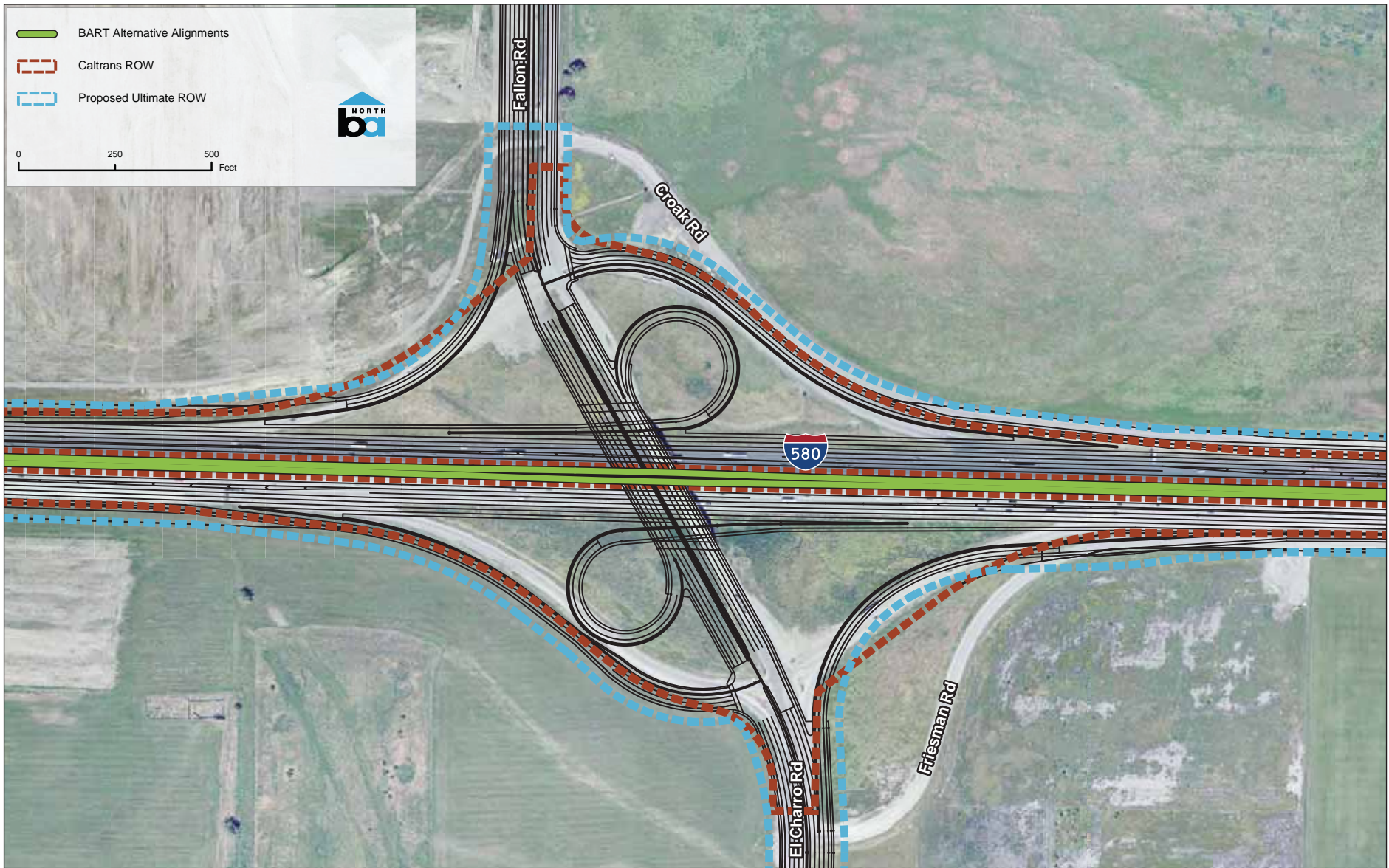
- alternatives would start service before 2035. Since the project is addressing both existing and long-term growth and transportation shortfalls, that longer-term perspective dictates that long-term permanent impacts are evaluated against expected conditions in 2035. This assessment incorporates the planned growth (jobs and employment) and related funded transportation improvements as proposed in the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP).
- 5.5 The Transportation Technical Report, Section 4.7 includes the project-only trips for all the alternatives (please refer to Figures 12 to 20 of the Transportation Technical Report). As explained in Response 5.4, given that no implementation or funding plans exist for the BART to Livermore Extension Program, there is no basis to assume that the alternatives would start service before 2035, and therefore that is no basis for selecting an interim year analysis.
- 5.6 Because this is a program EIR, a detailed description of the terminus station configurations was not developed. In fact, for the Draft Program EIR, only a station footprint that was sufficiently large to accommodate the anticipated facilities and circulation was delineated. As such, the specific locations of station entrances and exits and the configuration of station facilities such as parking, kiss-and-ride facilities, and transit connections have not been determined. The level of detail presented in the Draft Program EIR is sufficient to allow a comparison of the alternatives, and detailed plans for station access and egress improvements will not be developed until a project-level EIR is prepared.
- 5.7 The following diagrams (Figures 4-1 through 4-7) show the assumed configurations of the I-580 interchanges and ramps. These configurations are consistent with current plans for improvements at each of the interchanges. These illustrations are added to the Transportation Technical Report.
- 5.8 Diagrams of the proposed interchanges are provided in Response 5.7. Analyses of the traffic performance of all intersections of the interchange ramps with the surface street network are provided in the Draft Program EIR (see Tables 3.2-27 through 3.2-30 on pages 3.2-88 through 3.2-98). For this Program EIR, detailed operations analyses of the interchanges ramps are not necessary to allow a comparison of alternatives; however, such analyses will be performed at the time that a project-level EIR is prepared.
- 5.9 The mainline freeway volumes used in the analyses are presented in Table 4-3 in Response 5.2. Ramp volumes are presented in the Draft Program EIR (see Figures 3.2-7 to 3.2-16 on pages 3.2-99 to 3.2-118). The ramp turning movements on these figures are labeled with an "F," indicating freeway ramp volumes.



Source: Caltrans; AECOM; WSA, 2010.

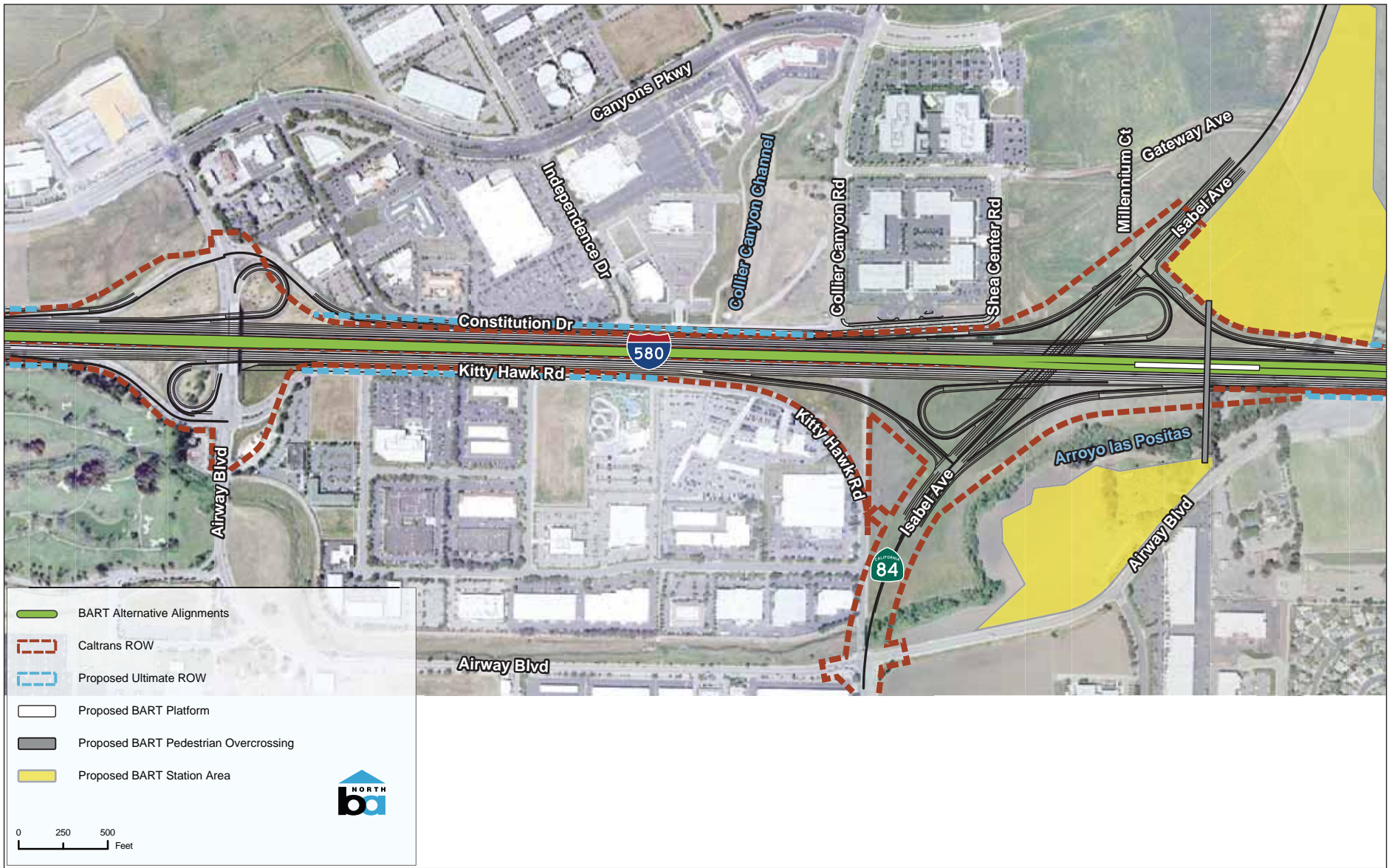
PROPOSED I-580/TASSAJARA RD/SANTA RITA RD INTERCHANGE CONFIGURATION

FIGURE 4-1



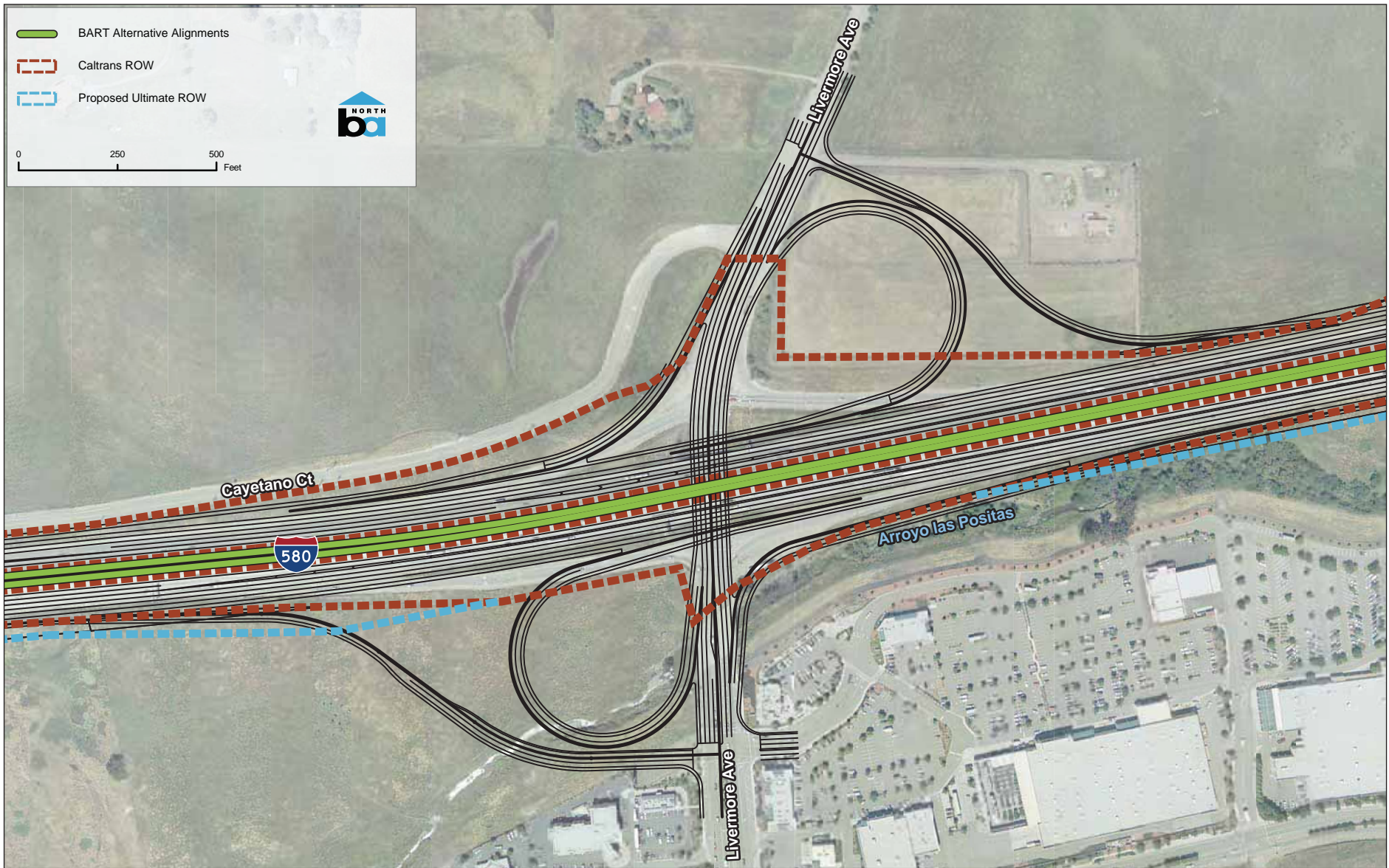
Source: Caltrans; AECOM; WSA, 2010.

PROPOSED I-580/FALLON RD/EL CHARRO RD INTERCHANGE CONFIGURATION
 FIGURE 4-2



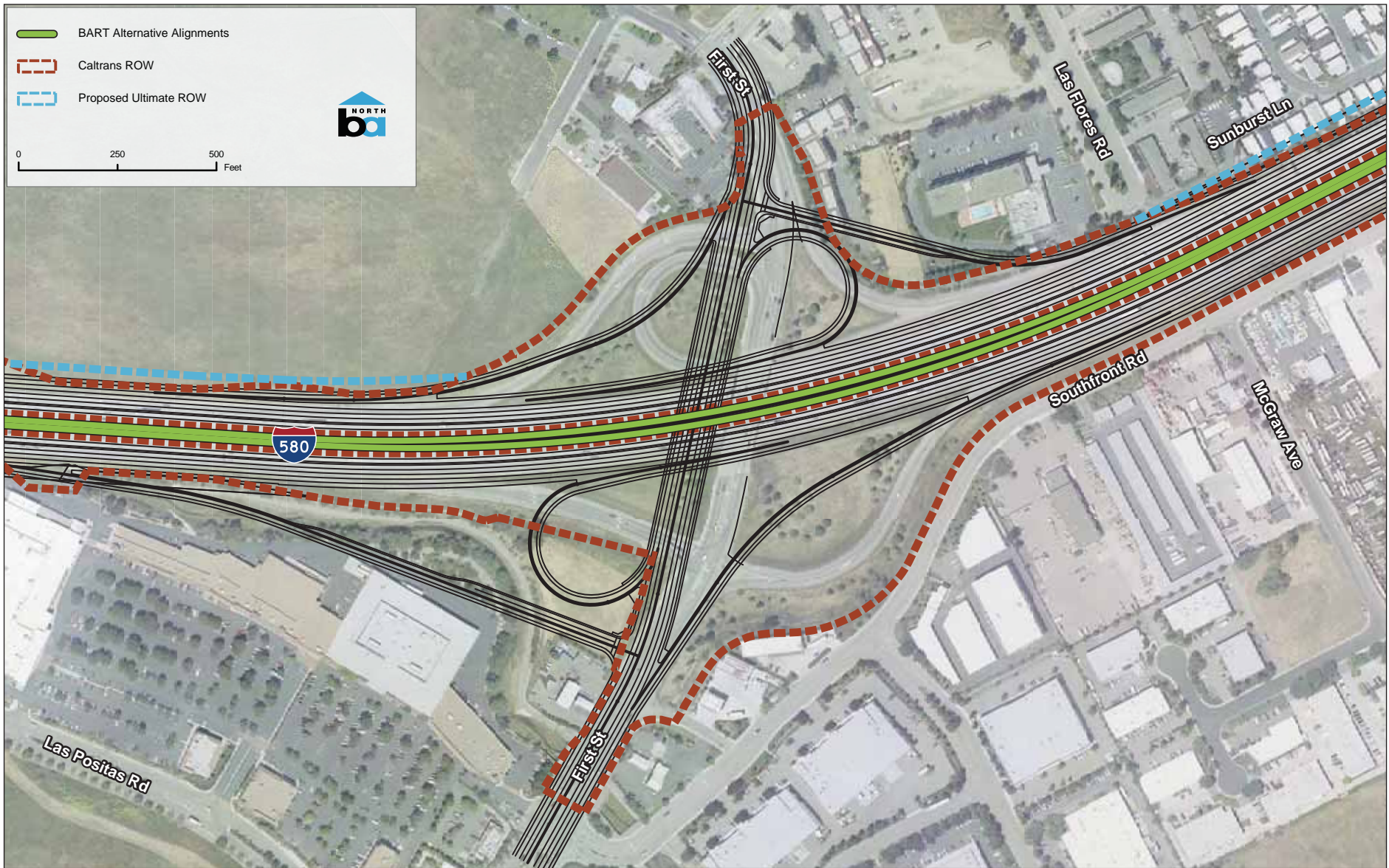
Source: Caltrans; AECOM; WSA, 2010.

PROPOSED I-580/AIRWAY BLVD & I-580/ISABEL AVE (SR 84) INTERCHANGE CONFIGURATION
 FIGURE 4-3



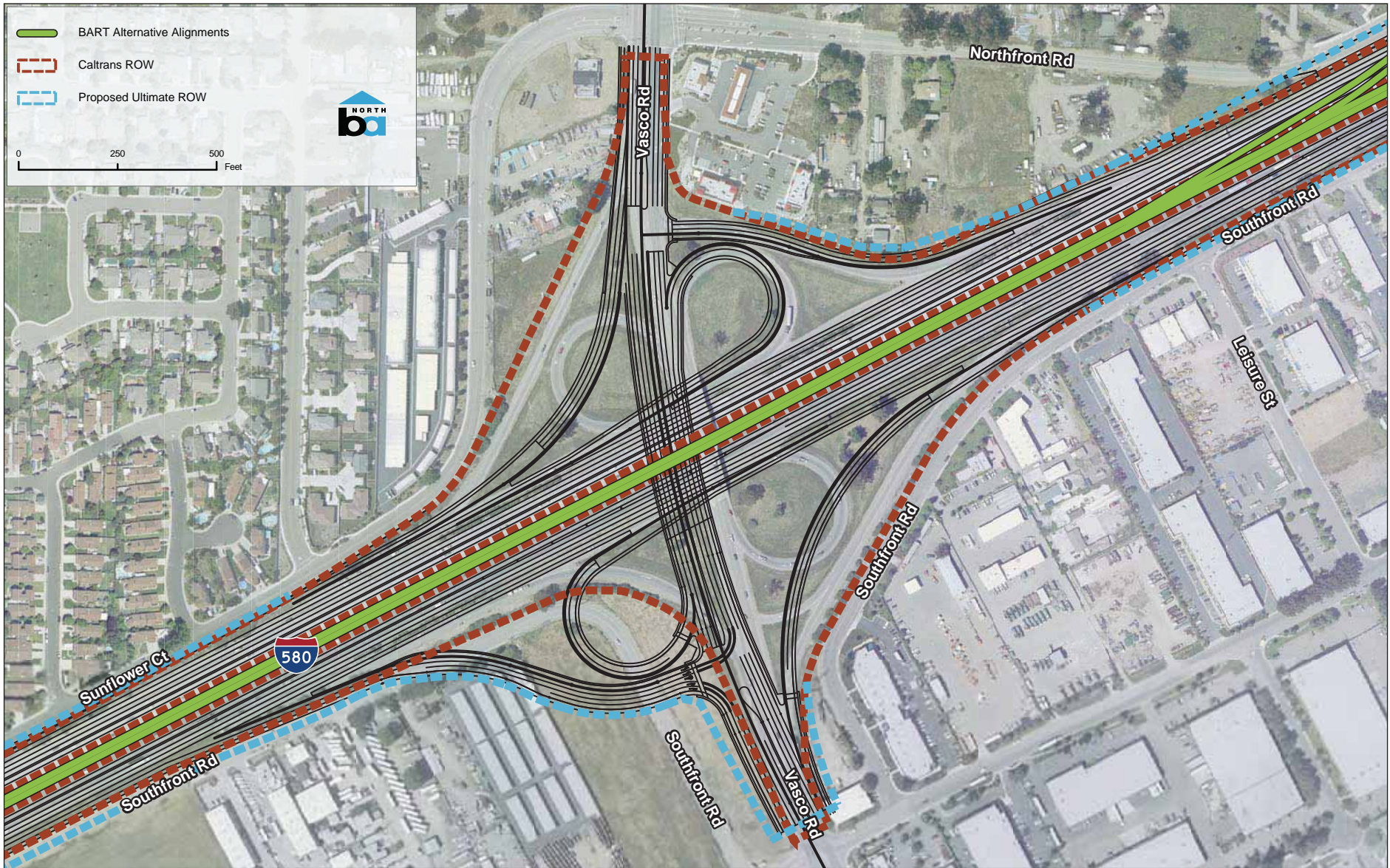
Source: Caltrans; AECOM; WSA, 2010.

PROPOSED I-580/LIVERMORE AVE INTERCHANGE CONFIGURATION
 FIGURE 4-4



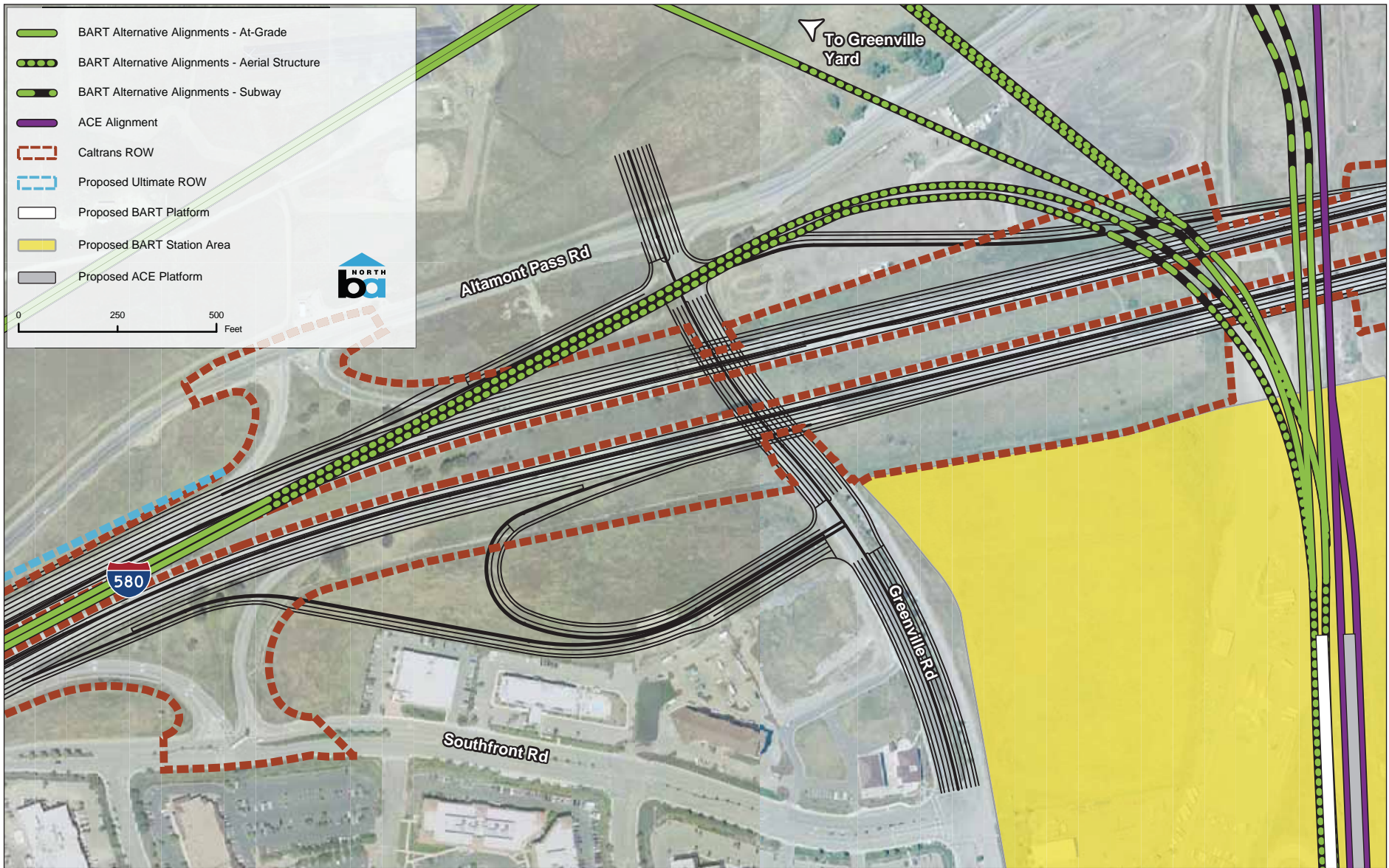
Source: Caltrans; AECOM; WSA, 2010.

PROPOSED I-580/FIRST ST INTERCHANGE CONFIGURATION
 FIGURE 4-5



Source: Caltrans; AECOM; WSA, 2010.

PROPOSED I-580/VASCO RD INTERCHANGE CONFIGURATION
FIGURE 4-6

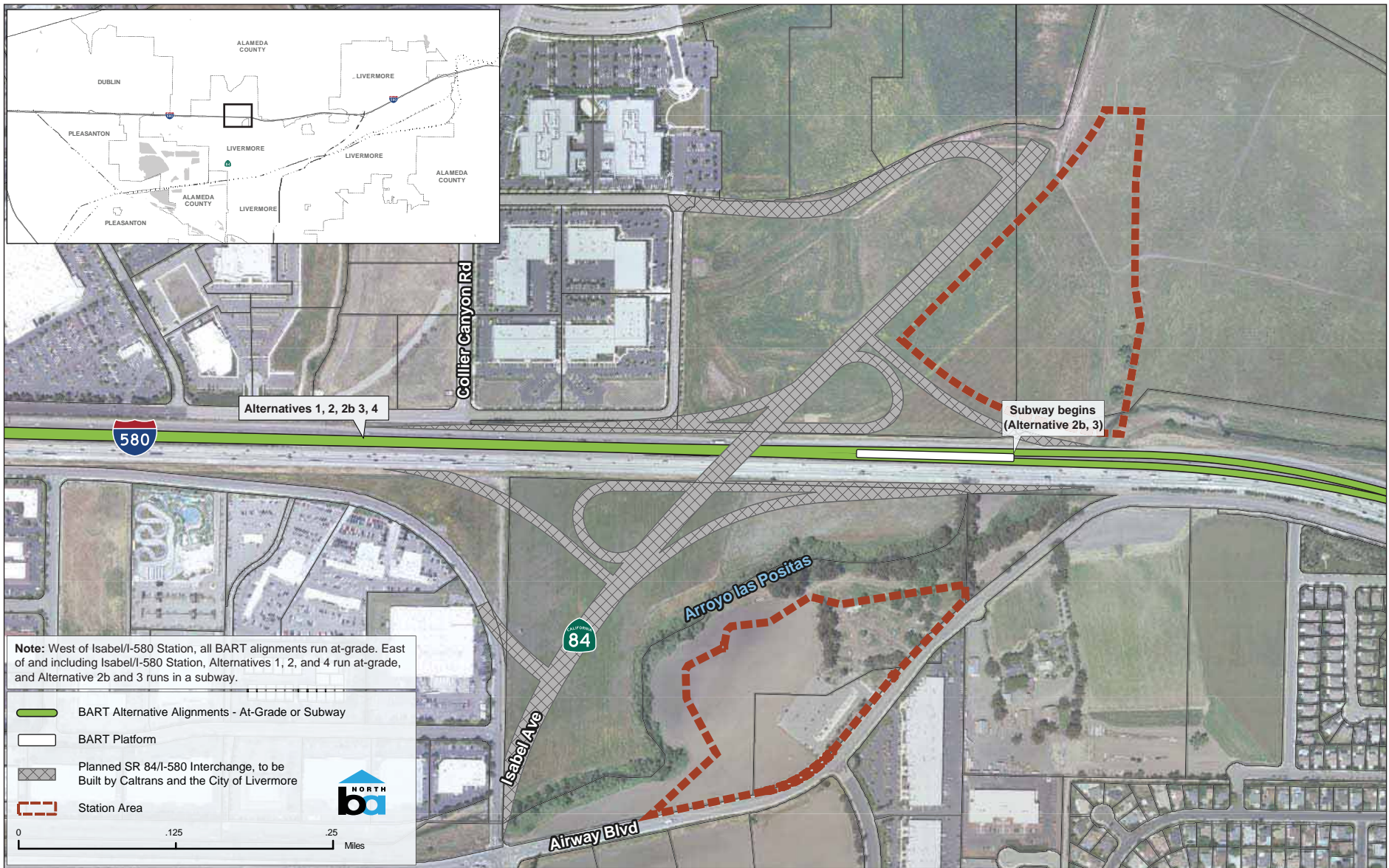


Source: Caltrans; AECOM; WSA, 2010.

PROPOSED I-580/GREENVILLE RD INTERCHANGE CONFIGURATION
FIGURE 4-7

- 5.10 For this Program EIR, the primary purpose of the evaluation is to provide a comparison of the alternatives. Mitigation Measure TR 2.1 requires BART to coordinate with Caltrans and local jurisdictions to implement freeway traffic management strategies and potential localized freeway and ramp improvements, such as new or improved auxiliary lanes, improvements in ramp capacity and geometrics, and other operational mitigations. Development of more detailed, project-specific mitigations is not practical or necessary given that the alternatives are only defined at a conceptual level of detail. Once a proposed project is identified, a full project-level EIR will be conducted and at that time project-specific freeway mitigation would be identified if necessary.
- 5.11 Please refer to Response 5.10 of this document, regarding the need to present detailed mitigation measure features.
- 5.12 For purposes of the Draft Program EIR, the intersection geometry at the Greenville Road/I-580 Westbound Ramp intersection, was modeled as a four-legged intersection, including two exclusive left turning lanes and three through lanes in the northbound approach (along Greenville Road); one exclusive right turn lane and two through lanes in the southbound approach (along Greenville Road); two exclusive left turning lanes and one exclusive right turn lane in the westbound approach (along I-580 Westbound Off-Ramp); and the I-580 Westbound On-Ramp (to accommodate the northbound left and southbound right turning movements from Greenville Road). Furthermore, the intersection has been modeled separately from Northfront Road/Greenville Road and the Greenville Road/I-580 Eastbound Ramp intersections to account for ramp volumes turning onto Greenville Road. The volumes for westbound Altamont Pass Road are considered in Greenville Road/Northfront Road intersection.
- 5.13 For purposes of the Draft Program EIR, the intersection geometry at the Greenville Road/I-580 Eastbound Ramp intersection, was modeled as a three-legged intersection, including two exclusive left turning lanes and two through lanes in the northbound approach (along Greenville Road); one exclusive right turn lane and two through lanes in the southbound approach (along Greenville Road); and one exclusive left turning lane and two exclusive right turn lanes in the eastbound approach (along I-580 Eastbound Off-Ramp). The southbound right turning movements represent the Eastbound On-Ramp volumes and the northbound left turning movements represent the Eastbound On-Ramp volumes as well. Therefore, eastbound on- and off-ramp volumes were both modeled at this intersection. As stated previously, detailed ingress and egress analyses related to station areas have not been performed. Accordingly, the possible future parking access/driveway access to the Greenville East Station was not modeled; therefore, this additional leg was not included in the analysis. The volumes for westbound Altamont Pass Road are considered in the Greenville Road/Northfront Road intersection.

- 5.14 For purposes of the Draft Program EIR, the intersection geometry at the Vasco Road/I-580 Eastbound Ramp intersection was modeled with four through lanes in the northbound and southbound approach (along Vasco Road); and two exclusive left turning lanes, one shared left-right turning lane, and two exclusive right turning lanes from the I-580 Eastbound Off-Ramp. This configuration is consistent with the interchange improvement plans that have been approved by Caltrans and the City of Livermore. Under the new configuration, the southbound Vasco Road to I-580 Eastbound On-Ramp would be a loop ramp located north of the Vasco Road/I-580 Eastbound Ramp intersection, and the northbound Vasco Road to I-580 Eastbound On-Ramp would be a direct connection separate from Vasco Road/I-580 Eastbound Ramp intersection. As a result, the I-580 Eastbound On-Ramp would no longer be accessed from this intersection. The traffic volumes for southbound Vasco Road to the I-580 Eastbound On-Ramp have been reviewed and they are consistent with the available traffic count data and model forecast data. The alternatives have very little effect on the volume of traffic making this particular traffic movement.
- 5.15 With respect to First Street/I-580 Westbound Ramp intersection, westbound right turns were observed at 567 vehicles per hour. The model forecasts significant growth at this location, to 1,368 vehicles per hour under the No Build Alternative. The I-580 Westbound Off-Ramp volumes for Alternative 3 are only 5 vehicles per hour different from the No Build Alternative under PM peak hour conditions, and the ramp volumes are similar under other build alternatives. As a result, traffic forecasting is consistent throughout the entire analysis. The alternatives have very little effect on the volume of traffic making this particular traffic movement.
- 5.16 Based on Responses 5.12 to 5.15, above, there is no need to alter the study intersection forecasts presented in the Draft Program EIR.
- 5.17 As noted in Response 5.6, the station footprints were deliberately prepared to provide a basis for comparison among the different alignments and stations. The footprints were delineated to provide sufficient area to accommodate station and parking facilities, internal circulation, and ingress/egress. If a Isabel/I-580 Station were to be advanced for the project-level engineering and environmental review, Figure 2-3 of the Draft Program EIR would be refined and altered to eliminate portions of the I-580 mainline and the freeway ramps as part of the station area. A possible revision to Figure 2-3 of the Draft Program EIR, were this station to be advanced as part of a project-level analysis, is presented in Figure 4-8, below.



Source: WSA, 2010.

ISABEL/I-580 STATION AREA
FIGURE 4-8

- 5.18 Table 3.2-2 on page 3.2-7 in the Draft Program EIR revised as shown below to reflect the start of the Arterial #9 study roadway segment at the I-580 Eastbound Off-Ramp.

Table 3.2-2
Arterial Study Segments
in the BART to Livermore Extension Study Area

Arterial	From	To	Location
1. Greenville Road	Altamont Pass Road	Patterson Pass Road	Livermore
2. Vasco Road	Northfront Road	East Avenue	Livermore
3. First Street	I-580 Eastbound Ramps	Scott Street	Livermore
4. First Street	Scott Street	Holmes Street/ Murrieta Boulevard/ College Avenue	Livermore
5. Livermore Avenue	I-580 Eastbound Ramps	Chestnut Street	Livermore
6. Livermore Avenue	Chestnut Street	East Avenue	Livermore
7. Stanley Boulevard	Valley Avenue	Murrieta Boulevard	Livermore/Pleasanton/ Unincorporated Alameda County
8. Stanley Boulevard	Murrieta Boulevard	Livermore Avenue	Livermore
9. Isabel Avenue	I-580 Eastbound Off-Ramp	Concannon Boulevard	Livermore

Source: Wilbur Smith Associates, 2009.

- 5.19 Figure S-1 in the Draft Program EIR is intended to present the BART to Livermore Extension study area, including the general terrain, transportation facilities, and jurisdictions. The proposed station areas are not relevant to understanding the location and physical characteristics of the study area. Elements of the project alternatives, including station areas, are illustrated in Figure S-2 in the Draft Program EIR.
- 5.20 The conceptual outline of the Isabel/I-580 Station is illustrated in the Draft Program EIR (see page 2-12, Figure 2-3). The Draft Program EIR states that, at a minimum, 46 feet are required for widening the freeway between the eastbound and westbound lanes along the project corridor (see page 2-50, paragraph 5). At the Isabel/I-580 Station, 60 feet is required at the center of the BART platform, which is the widest point of freeway widening.
- 5.21 Alternative 1 (Greenville East) includes a pedestrian bridge over I-580 at the Isabel/I-580 Station that would connect parking areas north and south of I-580 with the station platform in the median of I-580. The actual location of the pedestrian bridge has not been determined, but the location would be identified at the project-level EIR stage.

- 5.22 The BART park-and-ride lot is located on Airway Drive at Rutan Drive, near the new Isabel/I-580 interchange. The final design for the Isabel/I-580 interchange would not necessitate the relocation the BART park-and-ride lot. Accordingly, the last sentence of page 3.2-19 is deleted:

~~The lot will be relocated with construction of the new I-580/Isabel Avenue interchange.~~

- 5.23 The project list presented in the report was compared with the MTC 2009 RTP T2035 list of transportation improvements for any changes to the project list. MTC's 2009 RTP did not include any additional projects that were not already identified in the Draft Program EIR for the study area.

- 5.24 Text on page 3.2-30 (last paragraph, last sentence) is revised as follows to clarify that the most recent RTP has been consulted:

For this project the long-term permanent impacts are evaluated against expected condition existing in 2035. This assumes the planned growth (jobs and employment) and related funded transportation improvements as proposed in the MTC 2009 RTP.

- 5.25 Text on page 3.2-38 (first paragraph, first sentence) is updated as follows to acknowledge the most recent RTP:

The 2001 RTP for the San Francisco Bay Area (revised in November 2002) was developed by MTC, and was mostly recently updated and approved in April 2009. The following roadway improvement projects are scheduled on regional facilities in and near the City of Livermore area and are identified in the 2009 updated RTP:

- 5.26 All of the alternatives as defined in Section 2.0, Alternatives, of the Draft Program EIR assume that when the alignment is in the median of I-580, the cross-section of I-580 would be widened to accommodate the normal flow lanes and the HOV/HOT lanes. As I-580 is a transportation land use and the BART to Livermore extension is a transportation facility, planning to accommodate BART in the median of I-580 would not constitute a land use conflict. Other impacts related to the widening of the freeway due to BART are indicated in Tables S-2 and S-3 and the impacts discussions in Sections 3.2 through 3.16 of the Draft Program EIR.
- 5.27 The following Tables A-3 and A-4 show changes to the I-580 freeway traffic volumes that occur under each of the alternatives compared to the No Build Alternative for various segments of the freeway corridor. These tables are added to the Transportation Technical Report.

Table A-3 - Eastbound PM Peak Hour Volume Comparison

Freeway	From	To	No Build	ALT 1		ALT 1a and 1b		ALT 2		ALT 2a		ALT 3		ALT 3a		ALT 4		ALT 5	
			Volume	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %
I-580	El Charro Rd	Airway Blvd	8,838	7,353	-17%	7,619	-14%	7,526	-15%	7,676	-13%	7,647	-13%	7,883	-11%	7,926	-10%	8,187	-7%
I-580	Santa Rita Rd	El Charro Rd	8,412	7,118	-15%	7,433	-12%	7,325	-13%	7,386	-12%	7,437	-12%	7,636	-9%	7,700	-8%	7,938	-6%
I-580	Hacienda Dr	Santa Rita Rd	10,061	9,010	-10%	9,057	-10%	9,013	-10%	9,086	-10%	8,990	-11%	9,087	-10%	9,145	-9%	9,396	-7%
I-580	Hopyard Rd	Hacienda Dr	10,372	9,889	-5%	9,947	-4%	9,914	-4%	9,918	-4%	9,872	-5%	9,882	-5%	10,013	-3%	9,975	-4%

Table A-4 - Westbound AM Peak Hour Volume Comparison

Freeway	From	To	No Build	ALT 1		ALT 1a and 1b		ALT 2		ALT 2a		ALT 3		ALT 3a		ALT 4		ALT 5	
			Volume	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %	Volume	Diff %
I-580	Airway Blvd	Fallon Rd	9,929	8,256	-17%	8,482	-15%	8,528	-14%	8,413	-15%	8,483	-15%	8,698	-12%	8,800	-11%	9,153	-8%
I-580	Fallon Rd	Tassajara Rd	9,255	7,984	-14%	8,216	-11%	8,170	-12%	8,151	-12%	8,251	-11%	8,455	-9%	8,469	-8%	8,753	-5%
I-580	Tassajara Rd	Hacienda Dr	10,448	9,007	-14%	9,221	-12%	9,152	-12%	9,213	-12%	9,300	-11%	9,491	-9%	9,614	-8%	9,815	-6%
I-580	Hacienda Dr	Dougherty Rd	10,435	9,791	-6%	9,810	-6%	9,853	-6%	9,760	-6%	9,697	-7%	9,783	-6%	9,885	-5%	9,906	-5%

Curt Pringle, Chairman
Tom Umburg, Vice-Chair
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Rod Dildon, Sr.
Fran Flores
Richard Katz
Judge Quentin L. Kopp
Lynn Schenk
Tpest chair



ARNOLD SCHWARZENEGGER
GOVERNOR



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

January 21, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland, CA, 94612

RE: Comments on BART to Livermore Programmatic Environmental Impact Report

Dear Mr. Quint:

The California High-Speed Rail Authority (Authority), in its role as the lead state agency for the Altamont Corridor Rail (ACR) project, has reviewed the BART to Livermore Extension Draft Program Environmental Impact Report (EIR). We congratulate you on your efforts to move this important regional transportation project forward. The Authority appreciates the close working relationship we have had with BART throughout the development of your EIR and recognizes the importance of a connection between future ACR and BART in the Tri Valley. Such a connection will help to fulfill travel needs and goals of the ACR project by providing transit connections between Central Valley communities and East Bay communities as well as the Oakland International Airport and the City of San Francisco.

6.1

The Authority is committed to working closely with BART to develop an intermodal station in the Livermore area. The Authority also recognizes that BART would fulfill the role of local service provider in the Tri Valley whereas the future ACR project would fulfill the complementary role of regional express connecting the Tri Valley with the Northern San Joaquin Valley.

The ACR project recently completed the initial public scoping effort and is now commencing the alternatives analysis process. The alternatives analysis process for the ACR project is anticipated to be completed by summer 2010 when work will commence on the development of a Draft EIR/EIS. Therefore, it is anticipated information from the ACR effort with regards to planned alignments and potential station locations will be available as the ACR alternatives analysis process proceeds and BART completes its Final EIR in the summer of 2010. The Authority is committed to continued coordination with BART throughout these processes so that planning for the interface between BART and ACR will include greater detail as both projects progress.

Sincerely,

Dan Leavitt
Deputy Director

925 L Street, Suite 1425 Sacramento, CA 95814 916.324.1541 fax 916.322.0827
www.cahighspeedrail.ca.gov

Letter 6 California High-Speed Rail Authority

- 6.1 BART acknowledges receipt of the California High-Speed Rail Authority (CHSRA) comment letter outlining future coordination activities between BART for the BART to Livermore Extension project and the CHSRA Altamont Corridor Rail Project. BART appreciates the CHSRA's willingness to coordinate on planning an intermodal station in the Livermore area. In April 2010, the BART Board adopted a Memorandum of Understanding between BART and CHSRA for coordination of environmental review in the Livermore area. BART staff will continue to participate in discussions with the CHSRA as its alternatives analysis and environmental review progress

Letter 7

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER, Governor

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

December 9, 2009

SCH# 2008062026

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612
info@barttolivermore.org

Re: SCH# 2008062026 – Response to Draft Program Environmental Impact Report for the
BART to Livermore Extension

Dear Mr. Quint:

The California Public Utilities Commission's (CPUC) Rail Transit and Crossings Branch is taking this opportunity to address the San Francisco Bay Area Rapid Transit District's (BART) Draft Program Environmental Impact Report (EIR) for the proposed BART to Livermore Extension which would extend BART from the existing Dublin station eastward toward Pleasanton and Livermore.

The overview states that nine different alignment, station, and maintenance facility combinations have been defined, all of which are either completely contained within the Interstate 580 median, or diverge from the Interstate 580 median and pass southeasterly through portions of the City of Livermore to the existing Altamont Commuter Express (ACE)/Union Pacific Railroad (UPRR) or the Southern Pacific Railroad (SPRR) corridors.

CPUC staff offers the following comments.

CPUC Requirements and Policy

7.1

CPUC is a permitting and responsible agency in regard to this project due to potential impacts to both railroad and rail transit safety. Some alignments under consideration would impact the existing railroad corridor which has both freight and commuter train service; the railroad corridor has also been identified as a possible route for passenger trains traveling up to 150 MPH.

The project is subject to a number of other rules and regulations involving the CPUC. The design criteria of the proposed project will need to comply with CPUC General Orders (GO's). The following GO's, among others, may be applicable:

- GO 26-D: Clearances on railroads with reference to side and overhead structures, parallel tracks, and crossing of public roads
- GO 72-B: Railroad crossing surface on public roads
- GO 75-D: Warning devices for at-grade highway-rail crossings

- 7.1
cont.
- GO 88-B: Alteration of public highway-rail crossings
 - GO 95: Electric line construction
 - GO 118: Walkways and vegetation adjacent to railroad tracks
 - GO 143-B: Design, construction and operation of rail transit, including vehicle design requirements
 - GO 164-D: State Safety Oversight of rail transit agencies, including safety certification plan
- The CPUC is the designated State Safety Oversight agency for rail transit safety in California.
- The CPUC has jurisdiction over the safety of highway-rail crossings (crossings) in California. The CPUC has exclusive power over the design, alteration, and closure of rail crossings, pursuant to Public Utilities Code Section 1201 et seq.
- CPUC Staff Concerns**
- 7.2
- Vertical alignment:** The analysis of alignment options should carefully consider the grade of the alignment. An at-grade alignment, rather than above-grade (aerial) or below-grade (subway), has advantages in:
- reducing the potential for falling debris
 - allowing more direct maintenance access along the rail right-of-way
 - safer location to carry out maintenance activity
- However, disadvantages of an at-grade alignment are that it may be easier for unauthorized persons to access the rail right-of-way, which in some cases may result in an above- or below-grade alignment to be preferred. In the Livermore area, trespassing along the railroad right-of-way has been a significant safety issue in recent years. Any at-grade alignment should require major barriers, such as continuous vandal-resistant fencing, to prevent unauthorized access. Sound walls and vegetation may be necessary as additional mitigation. A combination of these treatments may provide the best mitigation of the various concerns.
- 7.3
- Type of transit:** The EIR should consider the type of transit vehicle and operation which will run on this extension; this may require a variance from GO 143-B requirements.
- 7.4
- Altamont Corridor Rail Project:** The EIR should coordinate with the proposed Altamont Corridor Rail Project (SCH# 2009102075). Some of the proposed BART alignment alternatives would utilize the same railroad right-of-way that is identified in that project. The Altamont project also proposes to connect passengers with the BART extension. The Altamont project would provide a new mostly dedicated passenger rail line, fully grade separated and electrified, capable of supporting intercity and commuter rail service at speeds up to 150 MPH, and compatible with the California High Speed Rail project. BART is identified as a member of the Altamont Corridor Partnership Working Group.
- The Altamont project would likely include 25 kV catenaries (electrified lines) along the railroad right-of-way. Discussions in regard to the placement of electrical lines and distribution should be held with CPUC staff to ensure that existing utilities are not impacted and minimum required clearances are met.
- 7.5
- Highway-rail crossings:** CPUC staff recommends the consolidation and grade-separation of all existing at-grade crossings (including adjacent railroad track with primarily freight service) along any adopted alignment in these projects.

- 7.5 cont. Building a new structure such as overhead transit track adjacent to an at-grade railroad crossing can negatively impact the safety of the existing railroad crossing due to limiting the configuration of warning devices, limiting the geometry of the roadway and sidewalk (potentially precluding medians or pedestrian and bicycle improvements), and obstructing visibility of the warning devices or an approaching train.
- Rather than degrading the safety of the existing at-grade crossings, the project should provide overall improvement by constructing a grade separation of all the tracks at each crossing along railroad right-of-way.
- 7.6 As construction of roadway grade separation structures is likely to involve major changes to public infrastructure and private property in the vicinity of the railroad crossings, local entities must be allowed to amend their general plans and incorporate this project into existing footprints to allow for future right-of-way preservation.
- 7.7 At all stations (BART and ACE), pedestrians should be provided a safe route either over or under any adjacent railroad tracks.
- In preparation for the Final EIR, all proposed grade-separated structure locations should be identified.
- 7.8 Identification of all existing at-grade highway-rail crossings along any adopted alignment is necessary so that potential impact and mitigation measures can be fully addressed. At-grade railroad crossings potentially affected by the project include:
- | CPUC Crossing No. | DOT Crossing No. | Street | City |
|-------------------|------------------|-----------------|-----------|
| 004-47.50 | 834040C | L Street | Livermore |
| 004-48.00 | 834044E | Junction Avenue | Livermore |
| 004-50.69-C | 749827T | Vasco Road | Livermore |
- 7.9 **Transportation/Traffic:** Queuing of vehicles between intersections and adjacent at-grade highway-rail crossings should be reviewed in the traffic study. This may be a particular concern where a station is constructed near existing railroad crossings. Safety at the railroad crossings may be impacted if traffic circulation patterns are changed due to the project. Additional traffic volume, congestion, or queue length near railroad crossings may be mitigated by eliminating the at-grade highway-rail crossing; the issues might otherwise be mitigated by improved traffic signal configuration, installation of medians, or other improvements.
- Conclusion**
- 7.10 The CPUC is a responsible agency under CEQA section 15381 with regard to this project. We request that CPUC be kept informed of developments associated with the project as a preferred alignment alternative is identified and focused on for further detailed engineering efforts, environmental review, and right-of-way preservation. Meetings should be arranged with the CPUC's Rail Transit and Crossings Branch staff to discuss relevant rail safety issues and to conduct diagnostic reviews of any proposed and impacted crossing locations along the final selected alignment.

BART to Livermore Project
CPUC Comments – December 2009
Page 4 of 4

As more information related to the BART to Livermore Extension becomes available, CPUC staff will provide its comments and recommendations to prevent any delays in the project. We hope this collaborative process will assist in meeting CPUC General Order requirements as they apply to the project, the review of the environmental documents and the final CEQA approval of the project.

For questions regarding CPUC oversight, please contact Kevin Schumacher at (415) 703-1298 or by email at shk@cpuc.ca.gov. Regarding any environmental review questions, please contact me at (415)713-0092 or by email at ms2@cpuc.ca.gov

Sincerely,



Moses Stites

Rail Corridor Safety Specialist
Rail Transit and Crossings Branch
Consumer Protection and Safety Division
515 L Street, Suite 1119
Sacramento, CA 95814

Letter 7 State of California Public Utilities Commission

- 7.1 The comment identifies the California Public Utilities Commission (CPUC) as a responsible agency, applicable rules and regulations, and the presence of existing and potential rail service along some of the alignments evaluated by BART in the Draft Program EIR. BART acknowledges the CPUC's role in ensuring safe rail operations in the state and will coordinate with CPUC staff once a preferred alternative is selected and more detailed engineering and environmental review commence. Table 1-1 of the Draft Program EIR recognizes the CPUC as a State agency with future permitting and/or approval authority over the project.
- 7.2 The alternatives in the BART to Livermore Extension Program contain a combination of vertical alignments depending on the situation of the alternative in relation to existing railroad lines, freeways, arterial streets, and urban development. BART recognizes the relative advantages, disadvantages, and costs of each. BART is a fully-enclosed, grade-separated system, without grade crossings with other transportation systems. The alternatives are primarily in an at-grade configuration, with segments elevated, and in one case, a subway segment. The ability to vary the vertical alignment allows BART to avoid conflicts with industrial activities, other transportation systems, or to higher density urban areas. The various alignments are shown in the Draft Program EIR in Figures 1-3 and 2-1, and described in detail in Section 2.3 (see pages 2-7 through 2-50). Separate figures are provided for each alternative and supplemental figures show detail at various station locations. In addition, there is a discussion of the grade-separation issues on page 2-55, with Figure 2-19 on page 2-56 illustrating the different configurations considered. For a detailed description of the alignment configuration for the "hybrid" alternative, Alternative 2b, see Section 1.4 of this document.
- 7.3 The Draft Program EIR is intended to help identify a preferred alternative in terms of alignment and footprint for the purposes of right-of-way preservation. The project-level EIR will consider modal alternatives, including whether any variances may be required from GO-143B.
- 7.4 BART is aware of the California High-Speed Rail Authority (CHSRA) Altamont Corridor Rail Project (see Draft Program EIR pages 1-16 to 1-17 and pages 3.2-131 to 3.2-132), and is already working to coordinate future activities with CHSRA for the BART to Livermore Extension project and the CHSRA Altamont Corridor Rail Project. The BART Board adopted a Memorandum of Understanding between BART and CHSRA in April 2010 for coordination of environmental review. BART staff has attended Technical Working Group meetings for the Altamont project. Preliminary design for the BART extension will occur during the project-level EIR phase, and BART will contact the CPUC to coordinate traction power and utility issues once that project gets underway.
- 7.5 Within the project study area, the Union Pacific Railroad (UPRR) is already grade-separated from the road system at most locations where the BART extension would be

- parallel and adjacent to the UPRR right-of-way. There are only public grade crossings adjacent to the extension alternatives at two streets in Downtown Livermore (North L Street and Junction Avenue). Alternatives 1a, 1b, 2a, and 3a traverse this area in an at-grade or elevated configuration parallel to the UPRR. The Draft Program EIR assumed that these two grade crossings (North L Street and Junction Avenue) would be rebuilt as underpasses. The potential impacts of these road modifications for Alternative 1a are described on page 3.2-146. Impacts for the other identified alternatives in this area are similar. Alternatives 2b and 3 would traverse this area in a subway underneath Junction Avenue, and cross under the UPRR in subway before coming to the surface, and, thus, would not raise the issue of potential elevated structures adjacent to the UPRR in areas with public grade crossings. Maintaining safety at all crossings will be one of the concerns addressed in the project-level design phase.
- 7.6 As noted in Response 7.3, a primary purpose of the Draft Program EIR is to help identify a preferred alignment and footprint for right-of-way preservation. Once a preferred alternative is selected by the BART Board, BART will work with local cities, local agencies, the County, and Caltrans to ensure that all required steps are initiated to preserve right-of-way for both BART and roadway improvements.
- 7.7 Preliminary design for the BART extension will occur during the project-level EIR phase, and address pedestrian access to the BART stations and pedestrian access between BART and the Altamont Commuter Express (ACE). Where BART currently interfaces with mainline rail passenger services (Millbrae, Richmond, and Coliseum Stations), grade-separated pedestrian access between the BART platforms and the mainline rail platforms have been provided. BART recognizes that grade-separated pedestrian crossings are preferred, and will design pedestrian transfer facilities to the same standard at future transfer stations with ACE.
- 7.8 The information requested in this comment is more appropriate for the project-level EIR stage and will be provided after preliminary engineering. The grade crossings identified in the comment are the only public grade crossings that BART is aware of along the alternative alignments. Depending on the preferred alternative selected by the BART Board, this number could be reduced.
- 7.9 Traffic information and delays at selected intersections are presented in Section 3.2, Transportation, of the Draft Program EIR. At this programmatic level of review, a primary purpose of the analysis is to highlight tradeoffs and the key discriminators among the alternatives to help select a preferred alternative. Once an alternative is selected for further engineering and environmental review, more detailed investigations, such as vehicle queuing near the rail lines, can be examined, although BART will operate in a grade-separated guideway that avoids at-grade crossings with rail lines or streets.
- 7.10 As noted in Response 7.1, the CPUC is identified as a responsible agency that will be consulted as further studies advance. In particular, BART staff will coordinate with the CPUC's Rail Transit and Crossings Branch.



California Regional Water Quality Control Board San Francisco Bay Region



Linda S. Adams
Secretary for
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Arnold Schwarzenegger
Governor

Letter 8

December 30, 2009
CIWQS Place ID No. 747398

Sent via electronic mail: No hardcopy to follow

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

Attn: Malcolm Quint, Manager of South Bay Planning (info@barttolivermore.org)

Re: Comments on the BART to Livermore Extension Draft Program Environmental Impact Report
SCH No.: 2008062026

Dear Mr. Quint:

San Francisco Bay Regional Water Quality Control Board (Water Board) staff appreciate the opportunity to review the November 2009 *Bart to Livermore Extension Draft Program Environmental Impact Report for* (DPEIR). The San Francisco Bay Area Rapid Transit District (BART) is proposing to extend transit service into eastern Alameda County from its existing Dublin/Pleasanton BART Station within and adjacent to the Interstate 580 (I-580) right-of-way to a terminus station in the City of Livermore (Project). The DPEIR evaluates a group of proposed alignment alternatives, and is intended to consider the environmental effects of these different alignments and to enable BART to select a preferred alternative. Water Board staff have the following comments on aspects of the Project, as presented in the DPEIR, which may impact waters of the State.

Comment 1

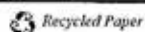
Section 3.8, Hydrology and Water Quality, Applicable Policies and Regulations, Porter-Cologne Water Quality Act, Page 3.8-23

Text of the DPEIR provides the following summary of the Porter-Cologne Water Quality Act:

Porter-Cologne Water Quality Act (Water Code Section 13000 et seq.). The Porter-Cologne Water Quality Control Act was passed in 1969. It established the SWRCB and divided the State into nine regions, each overseen by a RWQCB. The SWRCB is the primary State agency responsible for protecting the quality of the State's surface and groundwater supplies, but much of its daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA, Sections 401, 402, and 303. In general, the SWRCB manages both water rights and Statewide regulation of water quality, while the RWQCBs focus exclusively on water quality within their regions.

Water Board staff recommend expanding the discussion of Porter-Cologne authority with the following additional text:

Preserving, enhancing, and restoring the San Francisco Bay Area's waters for over 50 years.



8.1

8.1
cont.

The Water Board has regulatory authority over wetlands and waterways under both the federal Clean Water Act (CWA) and the State of California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7). Under the CWA, the Water Board has regulatory authority over actions in waters of the United States, through the issuance of water quality certifications (certifications) under Section 401 of the CWA, which are issued in combination with permits issued by the Army Corps of Engineers (ACOE), under Section 404 of the CWA. When the Water Board issues Section 401 certifications, it simultaneously issues general Waste Discharge Requirements (WDRs) for the project, under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside of the jurisdiction of the ACOE (e.g., isolated wetlands, vernal pools, or stream banks above the ordinary high water mark) are regulated by the Water Board, under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie outside of ACOE jurisdiction may require the issuance of either individual or general WDRs from the Water Board.

Under the authority of the Porter-Cologne Water Quality Act, the Water Board has developed, and implements, the *San Francisco Bay Basin Water Quality Control Plan* (Basin Plan), which defines the Beneficial Uses of waters of the State within the San Francisco Bay Region. Many of the water bodies that may be impacted by the BART extension are tributaries to either Arroyo Las Positas or Arroyo Mocho, which have been assigned the following existing and potential Beneficial Uses in the Basin Plan: groundwater recharge, cold freshwater habitat, warm freshwater habitat, fish migration, fish spawning, wildlife habitat¹, contact water recreation, and non-contact water recreation. Since the Beneficial Uses of any specifically identified water body generally apply to all its tributaries, the beneficial use of wildlife habitat applies to the tributaries of Arroyo Las Positas and Arroyo Mocho. Any permit action taken by the Water Board must be consistent with maintaining Beneficial Uses of waters of the State.

Comment 2**Section 3.8, Hydrology and Water Quality, Impact Assessment and Mitigation Measures, Methodology, Page 3.8-28.**

8.2

The DPEIR proposes to use the following definition of surface waters.

For this analysis, surface waters include improved flood control or drainage channels, canals, intermittent/ephemeral river and stream channels as identified on USGS topographic maps or GIS datasets; permanent river and stream channels; impoundments such as ponds, lakes, and reservoirs; and wetlands.

This definition should be revised to use a narrative standard for identifying jurisdictional channels of perennial, seasonal, or intermittent streams. USGS maps were not developed to

¹ Wildlife habitat is defined as, "Uses of waters that support wildlife habitats, including, but not limited to, the preservation and enhancement of vegetation and prey species used by wildlife, such as waterfowl. The two most important types of wildlife habitat are riparian and wetland habitats. These habitats can be threatened by development, erosion, and sedimentation, as well as by poor water quality" (Section 2.1.20 of the Basin Plan).

- 8.2
cont.
- support State jurisdiction of surface waters, and many jurisdictional channels do not appear on USGS maps. Since the Final EIR for the Project will be used to support the issuance of State permits for impacts to surface waters, all potentially jurisdictional waters under the authority of the Porter-Cologne Water Quality Act should be evaluated in the project's CEQA documentation. In general, any channel with a defined bed and bank should be treated as a jurisdictional water of the State.
- The California Department of Fish and Game (CDFG) also uses a narrative definition of stream in the California Fish and Game Code:
- A stream is a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.
- Note that "aquatic life" includes benthic organisms. In the summary of impacts of waters subject to the jurisdiction of the State, under either the Water Board or CDFG, the DPEIR should consider all impacts to channels meeting narrative definitions, rather than limiting impacts to blue line creeks. The ACOE also relies on a narrative definition of a creek (e.g., presence of an ordinary high water mark), rather than on blue line creeks on USGS maps.
- Comment 3**
Section 3.8, Hydrology and Water Quality, Impact Assessment and Mitigation Measures, Methodology, Quantitative Assessment, Page 3.8-30.
Text in the second bullet in this subsection states:
- Acreage of surface waters (lakes) and the linear feet of surface waters (rivers and streams) in the study area were estimated, using Zone 7 and USGS National Hydrography Dataset 1:24,000 scale digital line graphs of blue-line streams, including ephemeral streams as mapped. The linear feet of surface water was calculated based on the direct and indirect area width of the alternatives crossing of rivers, streams, and canals in the study area.
- As was noted in the previous comment, relying on blue-line streams to assess potential Project impacts is likely to result in an under estimate of the quantity of jurisdictional waters that may be impacted by the Project.
- 8.3
- Comment 4**
Section 3.8, Hydrology and Water Quality, Environmental Analysis, HY-1, Flooding, Alternative 1 – Greenville East, Page 3.8-39.
The discussion of hydromodification management on page 3.9-39 includes the following text:
- Although the HMP Standard, as described in the Hydromodification Management Plan (HMP) prepared by the Alameda County Clean Water Program, would require that flows are maintained for low and moderate storm events (10 percent of the 2-year storm event up to the 10-year storm event) for discharge to most creeks within the study area, there is no standard for discharges to the local storm drain system and for storm events above the 10-year storm event.

- 8.3 cont. The Water Board assumes that all discharges to the local storm drain system are effectively discharges to local creeks, which ultimately receive all runoff that enters the municipal storm drain system.
- Comment 5**
Section 3.8, Hydrology and Water Quality, Environmental Analysis, Mitigation Measures, HY-1.1, Page 3.8-42.
 Mitigation Measure HY-1.1 consists of:
- 8.4 *HY-1.1 Engineer Storm Drain System to Accommodate Design Flows.* BART shall prepare a Hydraulic and Hydrology Study for the entire project to determine runoff rates and durations for the existing and proposed drainage system discharging into any local drainage system or natural drainage feature. BART shall submit the Hydraulic and Hydrology Study to Caltrans, the cities of Livermore and Pleasanton, Zone 7, and ACCWP for review. The jurisdictional agencies' engineering staff shall review the project drainage design. BART shall evaluate the comments and any proposed revisions for potential incorporation into the project design, as appropriate.
- The Water Board should be added to the list of agencies that will review the Hydraulic and Hydrology Study. At sites that require CWA Section 401 Water Quality Certification and/or WDRs from the Water Board, the Water Board has authority to approve post-construction stormwater management plans. Therefore, since waters of the State will be impacted by the Project, stormwater management plans for the Project must be acceptable to the Water Board. Water Board review will evaluate impacts on water quality, as well as hydromodification. If the Water Board requires revisions of the proposed designs, those revisions will be made conditions of the certification and/or WDRs.
- Comment 6**
Section 3.8, Hydrology and Water Quality, Environmental Analysis, Mitigation Measures, HY-1.2, Page 3.8-43.
 This mitigation measures addresses permanent groundwater dewatering operations that may be associated with Alternative 3. If permanent groundwater dewatering is required, BART proposes to augment the Hydraulic and Hydrology Study required by Mitigation Measure HY-1.1 with an assessment of the impact of the groundwater dewatering discharges on the downstream receiving storm drain system and receiving waters. Based on this Hydraulic and Hydrology Study, a Dewatering Operations and Management Plan (DOMP) would be prepared. The mitigation measure requires that the Hydraulic and Hydrology Study and the DOMP be submitted to Zone 7 for review and approval prior to the beginning of construction. Please note that the Hydraulic and Hydrology Study and the DOMP are also subject to review and approval by the Water Board (see previous comment).
- 8.5
- Comment 7**
Section 3.8, Hydrology and Water Quality, Environmental Analysis, Mitigation Measures, HY-2, Erosion and Siltation During Operations, Pages 3.8-43 and 3.8-44.
 The last paragraph of this discussion states:
- 8.6

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8.6
cont.

Work within creeks, as required for implementation of new or expanded creek crossings, would require compliance with a CWA 404 Permit, CWA Section 401 Water Quality Certification, and a Streambed Alteration Agreement. These permits/requirements would include post-construction BMPs to permanently protect/restore creeks during and following construction impacts. Compliance with these regulations would minimize destabilization of creek beds and banks and ensure adequate protection is implemented following construction activities.

This paragraph should be revised to include the potential need for individual WDRs if the Project impacts waters of the State that are outside of waters subject to the jurisdiction of the ACOE, pursuant to CWA Section 404 (See Comment 1, above).

8.7

In addition, obtaining permits is a legal requirement, not a mitigation measure. Mitigation may be a condition of such permits, but the project proponent is responsible for developing appropriate mitigation measures and circulating specific mitigation proposals for public review in an EIR. There are several design options for creek crossings (e.g., traditional round culverts, partially buried culverts, open bottom arch culverts, or free span bridges), and each option has differing impacts on aquatic resources. The DPEIR should propose specific creek crossing designs and provide appropriate mitigation measures for the impacts associated with these designs.

Comment 8

Section 3.8, Hydrology and Water Quality, Environmental Analysis, Mitigation Measures, HY-2, Erosion and Siltation During Operations, Page 3.8-45.

The last paragraph of HY-2 states:

8.8

Each of the alternatives would create substantial amounts of new impervious surface area contributing to greater stormwater runoff and directly and indirectly impact (see Tables 3.8-6 and 3.5-7), which could cause or contribute to erosion and siltation in stream and channels. Existing BART Facility Standards, compliance with regulatory requirements, and implementation of the HM Standard would ensure that potential effects are not substantial and impacts of increased stormwater runoff would be less than significant.

As BART develops more detailed plans for each of the alternatives that are selected for further evaluation under CEQA, Water Board staff encourage BART to include stormwater treatment measures in the site plans from the earliest stage of facility design. At relatively undeveloped sites, stormwater best management practices (BMPs) should consist of either landscape-based treatment devices, such as vegetated swales, detention basins, or bio-retention cells, or low impact design (LID) practices (e.g., pervious pavements, rainwater collection cisterns, etc.). In general, the use of mechanical separators or media filters is discouraged, because these devices require much more rigorous oversight and maintenance than landscape-based treatment devices or LID practices. Mechanical separators and media filters also do very little to mitigate the impacts of hydromodification in comparison with landscape-based treatment devices.

At sites that require CWA Section 401 Water Quality Certification from the Water Board and/or WDRs, the Water Board has the authority to approve post-construction stormwater management plans, as is acknowledged on pages 3.8-43 and 3.8-44 of the DPEIR. Since waters of the State will be impacted by the Project, stormwater management plans for the Project must be acceptable to the Water Board.

Comment 9

Section 3.9, Biological Resources, Special Status Species, Critical Habitat, Page 3.9-34.
This section of the DPEIR describes critical habitat for Vernal Pool Ecosystems.

In 2005 the USFWS published the Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon. Recovery plans are developed and implemented for species of animals and plants listed as endangered or threatened unless such plans would not promote the conservation of the species. In this report, the USFWS identified vernal pool habitats within both states. The Livermore Vernal Pool Region, which straddles Alameda, Contra Costa and Santa Clara counties, was identified in this report. The Altamont Hills core area is part of the Livermore Vernal Pool Region. On February 10, 2006 the USFWS designated critical habitat for four vernal pool crustaceans and eleven vernal pool plants. Critical habitat Unit 19C was designated, for vernal pool fairy shrimp, within the Altamont Hills core area (see Figure 3.9-3). The proposed Greenville Yard would be located within the southeastern most part of Unit 19C. This area is located north of the intersection of Laughlin and Northfront Roads.

8.9

Since the Arroyo Los Positas watershed supports the Beneficial Use of Wildlife Habitat, the Water Board is not likely to approve projects that impact significant amounts of designated critical habitat for wildlife, since this would be inconsistent with the requirements of the Basin Plan. Before receiving permits from the ACOE and the Water Board, the proposed project must prepare a CWA Section 404(b)(1) alternatives analysis. If this analysis determines that there are viable alternatives that achieve the basic project purpose, but have less significant impacts to waters than the impacts at the proposed Greenville Yard, then the Water Board would not be able to issue a permit that would allow the impacts at the proposed site of the Greenville Yard.

The proposed Greenville Yard also contains a portion of a unique vernal pool in the northeastern corner of the property. This large vernal pool is an unusual pool that has been created by alluvial damming behind a natural levee deposited by Altamont Creek. The pool is supported by a watershed of about 101 acres, of which 25 acres drain through the northeastern portion of the BART property and the remainder through the neighboring Seven Vines parcel. This pool is much younger than the much smaller 'pedogenic' pools that pond upon claypans and duripans. Since the large pool is supported by different processes than pedogenic pools, it is necessary to learn more about its functions and dynamics if it is to be preserved. According to Barry Hecht, Senior Principal at Balance Hydrologics, the alluviated vernal pool (or 'floodplain vernal pool') along Altamont Creek is one of perhaps two dozen major alluviated pools that he knows of in the Bay Area. In Mr. Hecht's opinion, each such pool has unique conditions that often merit consideration on a site by site basis if they are to be successfully preserved or managed.

Comment 10**Section 3.9, Biological Resources, Applicable Policies and Regulations, Porter-Cologne Water Quality Act, Page 3.9-40.**

Text in this section correctly notes that the Water Boards are relying more on the use of Waste Discharge Requirements to regulate waters that are no longer subject to federal jurisdiction.

Historically, California relied on its authority under Section 401 of the CWA to regulate discharges of dredged or fill material to California waters. That section requires an applicant to obtain "water quality certification" from the SWRCB through its RWQCBs to ensure compliance with state water quality standards before certain federal licenses or permits may be issued. The permits subject to Section 401 include permits for the discharge of dredged or fill materials (CWA Section 404 permits) issued by the USACE. Waste discharge requirements under the Porter-Cologne Water Quality Control Act were typically waived for projects that required certification. With the recent changes that limited the jurisdiction of wetlands under the CWA, the SWRCB has needed to rely on the ROWD process.

8.10

Water Board staff would also like to note that the San Francisco Bay Water Board no longer issues waivers of WDRs. All certifications are now issued in combination with State Water Resources Control Board Order No. 2003 - 0017 - DWQ, *General Waste Discharge Requirements for Dredge and Fill Discharges That Have Received State Water Quality Certification*. In addition, WDRs issued by the Water Board must be consistent with maintaining the Beneficial Uses of waters of State that are presented in the Basin Plan (See Comment 1).

Comment 11**Section 3.9, Biological Resources, Impact Assessment and Mitigation Measures, Environmental Analysis, Pages 3.9-43 and 3.9-44.**

The description of Alternative 1 – Greenville East, under the subheading, *BIO-1 Jurisdictional Wetlands, Other "Waters of the U.S." and "Waters of the State"*, includes the following text.

8.11

Alternative 1 – Greenville East. This alternative would cross the following watercourses – two unnamed tributaries, Tassajara Creek, Cottonwood Creek, Collier Canyon Creek, Arroyo las Positas, Cayetano Creek, Arroyo Seco, and Altamont Creek. The expansion of I-580 between the existing Dublin/Pleasanton Station and Las Positas Road could result in the permanent fill of roadside drainages along I-580 that could be jurisdictional. Additionally, approximately 24 acres of potential wetland habitat is located in the undeveloped parcels: 1) south of I-580 and west of Livermore Avenue; 2) on both the north and south sides of I-580, between Livermore Avenue and the Las Colinas Road overcrossing; and 3) in the footprints of the proposed Isabel/I-580 and Greenville East Stations and the Greenville Yard. Construction activities associated with this alternative could require the placement of fill material in wetlands, waters of the U.S., and waters of the State which would result in a potentially significant impact.

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- 8.11 cont. The Water Board usually asserts jurisdiction over roadside drainages. Even if these features have relatively low habitat value, they do provide water quality benefits to stormwater runoff through both infiltration in the substrate and filtration by vegetation. Vegetated ditches also help to counteract the hydromodification associated with the creation of impervious surfaces upgradient from the ditches. Since this alternative would result in the filling of jurisdictional channels and wetlands, the impacts of this alternative on waters of the State should be classified as "significant" rather than "potentially significant". The DPEIR should also propose mitigation measures for the proposed impacts to roadside drainages. Mitigation measures should provide compensation for impacted stormwater treatment capacity in the impacted drainages.
- 8.12 **Comment 12**
Section 3.9, Biological Resources, Impact Assessment and Mitigation Measures, Environmental Analysis, Table 3.9-4, Summary Comparison for Permanent Biological Resources Impacts in the BART to Livermore Extension Study Area, Page 3.9-45.
Text in this table asserts that all impacts to wetlands, waters of the U.S., waters of the State, special-status plants, special status amphibians and reptiles and their habitats, special-status vernal pool invertebrates and their habitat, and vernal pool fairy shrimp and their critical habitat can be mitigated to less than significant levels. However, as is discussed in Comments 14, 15, 16, 18, and 20, the DPEIR does not actually demonstrate that it is possible to mitigate all of these impacts to less than significant levels. In particular, the impacts at the proposed Greenville Yard may not be mitigable. Since there do appear to be viable alternatives to the Greenville Yard, Water Board staff encourage BART to drop this alternative from the alternatives that are carried forward for further analysis.
- 8.13 **Comment 13**
Table 3.9-5, Comparative Biological Resources Impacts of BART Extension Alternatives, Page 3.9-46.
This table includes the following summary of impacts to vernal pool habitat associated with Alternative 1.
Approximately 113 acres of vernal pool fairy shrimp critical habitat (8 percent of the habitat located in Alameda County) would be impacted with the development of the Greenville Yard
The proposed fill of 8 percent of the vernal pool fairy shrimp critical habitat in Alameda County is a significant impact. In its present form, the DPEIR does not demonstrate that it is possible to provided adequate mitigation for such a large impact.
- 8.14 In addition, none of the impact summaries address potential impacts to Altamont Creek. The proposed site of the Greenville Yard is bisected by Altamont Creek. The DPEIR does not explain if bridges or culverts are proposed to at this site to provide access to the northern portion of the property. Operation of a rail yard at this location could also introduce noise and light into creek side or vernal pool habitats, as well as fragmenting habitat along the creek from upland habitats. The DPEIR should be revised to clarify the extent of potential impacts on Altamont Creek, and to provide adequate and feasible mitigation for such impacts.

Comment 14**Section 3.9, Biological Resources, Impact Assessment and Mitigation Measures, Environmental Analysis, Mitigation Measures, Page 3.9-51.**

Mitigation Measure BIO-1.2 consists of obtaining permits.

8.15

Obtain All Applicable Wetland Permits. BART shall acquire all applicable wetland permits for the selected alternative. These permits include, but would not be limited to, a Section 404 Wetlands Fill permit from the USACE or a Report of Waste Discharge from the Regional Water Quality Control Board (RWQCB), and a section 401 Water Quality Certification from the RWQCB. These permits would require a verified wetland delineation. Additionally, a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Game (CDFG) would be required if the alternative would cross or affect any stream course.

Water Board staff would like to note that obtaining permits represents compliance with the appropriate State and federal laws, and does not constitute a mitigation measure. The DPEIR should have demonstrated that feasible mitigation options are available for all potentially significant impacts associated with the Project.

Proposed mitigation measures should be presented in sufficient detail for readers of the CEQA document to evaluate the likelihood that the proposed remedy will actually reduce impacts to a less than significant level. CEQA requires that mitigation measures for each significant environmental effect be adequate, timely, and resolved by the lead agency. In an adequate CEQA document, mitigation measures must be feasible and fully enforceable through permit conditions, agreements, or other legally binding instruments (CEQA Guidelines Section 15126.4). Mitigation measures to be identified at some future time are not acceptable. It has been determined by court ruling that such mitigation measures would be improperly exempted from the process of public and governmental scrutiny which is required under the California Environmental Quality Act. As is discussed below, in Comments 15, 16, 18, and 20, the DPEIR has not demonstrated that it is feasible to mitigate all of the potentially significant impacts of the Project to a less than significant level.

Comment 15**Section 3.9, Biological Resources, Impact Assessment and Mitigation Measures, Environmental Analysis, Mitigation Measures, Pages 3.9-51 and 3.9-52.**

Mitigation Measure BIO-1.3 consists of preparing and implementing a wetland mitigation plan.

8.16

BIO-1.3 Prepare and Implement a Wetland Mitigation Plan. As part of the wetland permitting process, BART shall prepare and implement a wetland mitigation plan that ensures no-net-loss of wetland and waters habitat. This plan shall include measures for avoidance, minimization, and compensation for wetland impacts. Avoidance and minimization measures could include the designation of buffers around wetland features to be avoided, or project design measures, such as free-span bridges. Compensation measures will include the preservation and/or creation of wetland or waters. The final mitigation ratios (the amount of wetlands and waters created or preserved compared to the

8.16
cont.

amount impacted) will be determined in consultation with the resource agencies. In addition, a wetland mitigation and monitoring plan shall be developed and implemented

The Water Board does not consider avoidance and minimization to be mitigation measures. All projects seeking permits are required to avoid and minimize impacts to waters of the State and their Beneficial Uses to the maximum extent practicable. Any remaining, unavoidable impacts must then be fully mitigated. The Water Board subjects all projects with significant impacts to a 404(b)(1) alternatives analysis, even in cases where the ACOE does not require such an analysis. If this analysis determines that there are less damaging practicable alternatives to the proposed project, then the Water Board is prohibited from issuing permits for the more damaging alternative. For example, if there are alternatives with less significant impacts than impacts associated with Alternative 1, Greenville East, then it is very likely that the Water Board will not issue permits for Alternative 1. This is true even if BART owns the Greenville Yard site and would have to purchase the land for the other alternatives.

Although the current CEQA document is a programmatic DPEIR, it should contain proposed mitigation measures at a sufficient level of detail to allow an assessment of the feasibility of the proposed mitigation. As was mentioned in Comment 14, proposed mitigation measures should be presented in sufficient detail for readers of the CEQA document to evaluate the likelihood that the proposed remedy will actually reduce impacts to a less than significant level. Mitigation measures to be identified at some future time are not acceptable. It has been determined by court ruling that such mitigation measures would be improperly exempted from the process of public and governmental scrutiny which is required under the California Environmental Quality Act. We encourage BART to revise the DPEIR to include specific mitigation proposal for major impacts to creeks and wetlands, including vernal pools. In the project-level DEIRs, mitigation proposals should be provided in even greater detail.

8.17

Since the DPEIR does not even include a conceptual mitigation plan, we are not able to assess whether or not it is possible to provide sufficient mitigation to reduce Project impacts to a less than significant level. This is especially true for impacts associated with Alternatives 1, 1a, and 1b (See Comments 16 and 20 and page 3.9-64 of the DPEIR). We encourage BART to revise the DPEIR to include a conceptual mitigation plan. A conceptual mitigation plan will also be of great value in evaluating the relative total costs of the proposed alternatives. Some options that may have lower construction and land acquisition costs, may have greater total costs when mitigation costs are included in the economic evaluations. In particular, Alternatives 1, 1a, and 1b are likely to have significantly higher mitigation costs than the other proposed alternatives.

The conceptual mitigation plan should include factors to account for potential distances between the areas of impact and the mitigation sites, temporal losses of habitat, and the uncertainty of success associated with any mitigation project. When mitigation is constructed, enhanced, or preserved offsite, the amount of mitigation should be increased to account for the distance between the impact site and the mitigation site. We also encourage project proponents to construct mitigation projects before impacting waters of the State. When impacts occur prior to the full functioning of mitigation sites, mitigation is required for the temporal loss of habitat

8.17
cont.

between the time that habitat is impacted and the time that the mitigation site has developed sufficiently to be fully functioning as habitat. The amount of proposed mitigation should also account for the uncertainty associated with the successful creation of any creek or wetland mitigation site. In particular, it is very difficult to create successful vernal pools, so the amount of vernal pool creation proposed as mitigation should be significantly larger than the area of vernal pools that may be impacted by the Project.

The conceptual mitigation plan should contain sufficient detail to demonstrate that proposed mitigation project(s) are hydrologically feasible and accessible to impacted wildlife species. Mitigation should also be "in kind" as much as is feasible. For example, impacts to creeks should be mitigated with the creation, enhancement, and preservation of creeks. Similarly, impacts to vernal pools should be mitigated at vernal pools. When mitigation is not "in-kind", then the amount of mitigation must be increased to compensate for the disparity.

Also, any mitigation plan that relies exclusively, or heavily, on the preservation of wetlands, would not be consistent with the State's "no net loss" policy. To comply with the "no net loss" policy, mitigation for the Project should rely mostly on creation and/or enhancement of creeks and wetlands. Mitigation banks may be able to provide some mitigation for impacts to wetlands and vernal pools, if the bank's service area includes the area of the Project's impacts, and the bank has wetland and/or vernal pool credits available. At present, there are no mitigation banks available in Alameda County for impacts to riparian habitats and there are no in-lieu fee programs in Alameda County. Finally, mitigation for impacts that occur within the jurisdictional boundaries of the San Francisco Bay Regional Water Quality Control Board must be located within those jurisdictional boundaries.

Although a final mitigation plan is not necessary for the CEQA process, the Project proponent should be aware that water quality certification and/or WDRs for impacts to waters of the State will not be issued until the Water Board has approved a final mitigation plan, including a maintenance and monitoring program, for the proposed mitigation project(s). Conceptual plans are not appropriate to support the issuance of water quality certification and/or WDRs.

Comment 16

Mitigation Measures, BIO-5.1 Consult with USFWS and Reduce Impacts on Vernal Pool Invertebrates and their Habitat, Pages 3.9-65 – 3.9-66.

Elements of the proposed mitigation measures for impacts to vernal pool invertebrates and their habitat are summarized and commented on below.

8.18

BART, in consultation with the USFWS, shall either (1) conduct a protocol-level survey for federally listed vernal pool crustaceans, or (2) assume presence of federally-listed vernal pool crustaceans in areas of suitable habitat. Surveys shall be conducted by qualified biologists in accordance with the most recent USFWS guidelines or protocols to determine the time of year and survey methodology (survey timing for these species is dependent on yearly rainfall patterns and seasonal occurrences, and is determined on a case-by-case basis). The surveys may be done as part of the 404 permit process, if a 404 permit is required. If surveys along the selected BART extension alternative reveal no

occurrences of federally listed vernal pool crustaceans, no further mitigation would be required.

BART should include the Water Board in the discussion of impacts to vernal pools, since any vernal pools that may be impacted are waters of the State with the Beneficial Use of Wildlife Habitat. We encourage BART to complete surveys prior to initiating the permitting process. Since mitigation for impacts to vernal pools is likely to be the most expensive mitigation required for the Project, the need for such mitigation, as well as the full costs of such mitigation, should be used in the evaluation of the various alignment alternatives. Also, as is noted elsewhere, if vernal pool invertebrates are discovered in the proposed footprint of an alternative, it is possible that the Water Board may not allow impacts to some of these vernal pools.

8.18
cont.

If surveys determine that one or more special-status vernal pool invertebrate species occurs along the selected BART extension alternative, or if BART, in consultation with the USFWS, assumes presence of federally-listed vernal pool invertebrates in all affected habitats, no net loss of habitat shall be achieved through avoidance, preservation, creation and/or purchase of credits. The selected measures may be part of the permitting process.

No net loss can only be achieved through avoidance of habitats or the successful creation of new habitats. Since preserved habitats are already in existence, the use of preservation results in a net loss of habitat. In particular, it is very difficult to see how the potential impact of 113 areas of critical habitat that would be associated with Alternatives 1, 1a, and 1b, which is approximately 8 percent of the critical habitat in Alameda County (See BIO-6 on pages 3.9-66 and 3.9-67) could be mitigated for in a manner that would actually result in no net loss. In addition, the wetlands at the proposed site of the Greenville Yard are in fairly close proximity to Frick Lake, which provides breeding habitat for the federally listed California Tiger Salamander (CTS). Construction of the yard could impact the amount of upland habitat available to CTS. This potential impact should be fully evaluated and mitigated, as necessary.

BART shall ensure that an appropriate number of acres, as approved by USFWS during consultation, are preserved to mitigate for direct or indirect impacts on vernal pool crustacean habitat.

As is noted above, the use of preservation as mitigation for impacts to vernal pool habitat is not consistent with the State's no net loss policy. BART should consult with both the USFWS and the Water Board in developing mitigation proposals for the Project.

Comment 17

Mitigation Measures, BIO-7.1, Avoid the Rainy Season During In-Water Construction, Page 3.9-70.

Mitigation Measure BIO 7.1 consists of:

8.19

BART will consult with National Oceanic and Atmospheric Administration (NOAA) Fisheries, and/or CDFG (as applicable) to define the schedule for in-water work, as well as for work on bridges and/or culverts within the main channel of the Arroyo Mocho. If the

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8.19 cont.	<p>waterway is not inundated, work may occur without restriction if approved by NOAA and/or CDFG.</p> <p>Please note that work within the creek channel will also require the approval of the Water Board.</p> <p>Comment 18 Mitigation Measures, BIO-7.2 Consult with NOAA Fisheries and USACE and Mitigate for the Loss of Riverine Riparian Vegetation, Page 3.9-70. Mitigation Measure BIO 7.2 consists of:</p> <p>If construction-related impacts on riverine (e.g., riparian woodland) riparian vegetation along or within the Arroyo Mocho occur, the impacts shall be mitigated by BART as determined in consultation with the NOAA Fisheries and the USACE. Mitigation could occur through either the purchase of "freshwater riverine habitat" at an approved mitigation bank or payment into the USACE "in-lieu fee fund" for riverine aquatic bed habitat. Final mitigation ratios and locations are to be negotiated with the regulatory agencies prior to initiation of construction activities. Detailed mitigation requirements shall be identified in the final regulatory agency permits.</p> <p>Please note that work within any creek channel, including, but not limited to, the Arroyo Mocho, will also require the approval of the Water Board for both impacts and mitigation. Also, there are no approved mitigation banks for freshwater riverine habitat in the San Francisco Bay Region and the Water Board does not accept in-lieu fee funds for impacts to riverine habitats in the San Francisco Bay Region. Mitigation for these impacts should be provided in the form of in-kind mitigation. As has been noted in several prior comments, it is not appropriate to defer the identification of such mitigation measures until after the completion of the CEQA process.</p> <p>Comment 19 Cumulative Analysis, Mitigation Measures, BIO-CU-9, Cumulative Impacts to Sensitive Biological Resources (including Jurisdictional Wetlands, Waters of the U.S. and Waters of the State; Special-Status Plants; Special-Status Vernal Pool Invertebrates and Special-Status Amphibians and Reptiles), Page 3.9-73. This mitigation measures states:</p> <p>The historic and ongoing loss of sensitive biological resources, including wetlands, waters of the U.S., waters of the State, and special-status plants, vernal pool invertebrates, amphibians and reptiles, in the northeastern portion of Alameda County occurred and continues to occur as natural habitats are converted to agricultural and urban uses, and watercourses are altered for flood control and water supply purposes. Future development identified by local cities and the County and infrastructure improvements proposed by Caltrans and Zone 7 will be subject to compliance with State and federal laws identified above under "Applicable Policies and Regulations," would reduce cumulative impacts on sensitive biological resources. In addition, future development would also be subject to measures similar to those identified below, should a potentially significant impact to sensitive biological resources occur.</p>		
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8.21
cont.

Implementation of Mitigation Measures BIO-1.1 through 1.3, 2.1 through 2.3, and 4.1 through 4.3, which would require focused surveys and mitigation plans to be developed and implemented, would reduce the project's contribution to this significant cumulative impact to less than considerable. Nevertheless, the residual impacts in combination with those of other cumulative development in northeast Alameda County and southern San Joaquin County are still regarded as cumulatively significant. The sensitivity of these listed resources and the historic and ongoing reduction of their habitat suggest that, despite good-faith efforts to curtail their loss and to restore their habitat, the cumulative impact would be potentially significant and unavoidable. (PSU)

Despite the existence of the State and federal laws identified above under "Applicable Policies and Regulations," this region has continued to lose significant habitat. Therefore, it is important that concrete mitigation measures be developed to prevent the ongoing loss of significant aquatic habitats in the region. As has been discussed in previous comments, the mitigation measures that are referenced in BIO-CU-9, as they are currently presented in the DPEIR, fail to demonstrate that the Project's impacts can be adequately mitigated. This is especially true for impacts associated with Alternatives 1, 1a, and 1b.

■ **Comment 20**

■ **Cumulative Analysis, Mitigation Measures, BIO-CU-11, Cumulative Impacts to Vernal Pool Fairy Shrimp Critical Habitat, Page 3.9-74.**

■ This mitigation measures states:

8.22

Approximately 1,455 acres of critical habitat for the vernal pool fairy shrimp have been designated in Alameda County, as Unit 19C. Further loss of critical habitat would result in a significant cumulative impact because of the limited amount designated in the region.

Because the designation of critical habitat provides another layer of protection, land designated as such is not as likely to be developed as land not designated critical habitat. In addition, future development would also be subject to measures similar to those identified below, should a potentially significant impact to vernal pool fairy shrimp critical habitat occur.

Alternatives 2, 2a, 3, 3a, 4 and 5 would not impact critical habitat. Thus, these alternatives would not contribute to cumulative impact to the fairy shrimp habitat.

On the other hand, construction of the Greenville Yard associated with Alternatives 1, 1a, and 1b could result in the loss of 113 acres, or approximately 8 percent of the critical habitat in Unit 19C. The loss of critical habitat if one of these alternatives were selected as the BART extension alternative would be a considerable contribution to this significant cumulative impact.

Implementation of Mitigation Measure BIO-5.1, which requires BART to provide compensation for loss of habitat for the vernal pool fairy shrimp, would reduce the project's contribution to this significant cumulative impact. However as discussed under Impact BIO-CU-9, the residual impacts associated with the BART extension alternative in

combination with those of other cumulative development in Alameda County are still regarded as cumulatively significant. The critical habitat is highly sensitive and its sustainability may be jeopardized by future activities including habitat conversion to urban uses or intensive agriculture, hydrologic disruptions or modifications, grazing animals, off-road recreational vehicles, and control of invasive species. Despite ongoing efforts to protect the habitat, this Program EIR conservatively considers the cumulative impact to be potentially significant and unavoidable. (PSU).

8.22 cont. Text in the discussion of this impact and its proposed mitigation measure does a good job of explaining why Alternatives 1, 1a, and 1b should be dropped from further consideration. Impacts to vernal pool fairy shrimp critical habitat can be entirely eliminated by using Alternatives 2, 2a, 3, 3a, 4 and 5. Although we concur that impacts to critical habitat would be significant, we do not agree that such impacts are unavoidable, since use of Alternatives 2, 2a, 3, 3a, 4 or 5 would avoid these impacts. As has been noted above, since there are alternatives that would minimize impacts to critical habitat, there may be insurmountable barriers to obtaining resource agency permits for impacts to critical habitat at the site of the proposed Greenville Yard. Any impacts to these vernal pools would be subject to a 404(b)(1) alternatives analysis. This analysis requires that the applicant consider properties that the applicant does not currently own, if those properties would achieve the basic project purpose and have less significant impacts on aquatic resources.

Comment 22

Summary Comments.

In its present form, the DPEIR does not demonstrate that impacts associated with all of the proposed alternatives can be successfully mitigated. Since the DPEIR does not include a conceptual mitigation plan for each of the proposed significant impacts, we are not able to assess whether or not it is possible to provide sufficient mitigation to reduce Project impacts to a less than significant level. This is especially true for impacts associated with Alternatives 1, 1a, and 1b, which would result in the fill of about eight percent of the critical habitat for vernal pool fairy shrimp in Alameda County, in order to construct the proposed Greenville Yard.

8.23 Alameda County, the cities of Livermore, Pleasanton, and Dublin, and several regional agencies are in the process of developing the Eastern Alameda County Conservation Strategy (EACCS), in cooperation with the resource agencies. Although the EACCS has not been finalized, it is very likely that the area of the proposed Greenville Yard will be identified as a high priority area for preservation, because of its unique habitat values (e.g., the presence of critical habitat, the presence of a creek passing through the parcel, and its close proximity to CTS breeding habitat at Frick Lake). As such, this parcel will have especially high value as a mitigation site for use in off-setting impacts to areas with lower priorities for preservation. This will also mean that any impacts to this land are also likely to require a significant amount of mitigation.

We encourage BART to revise the DPEIR to include a conceptual mitigation plan for all of the Project's major impacts, especially the impacts at the proposed Greenville Yard. A conceptual mitigation plan will be of great value in evaluating the relative total costs of the proposed

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8.23
cont.

alternatives. Total estimated costs for each alternative should not be limited to construction and land acquisition costs, but should also include the estimated mitigation costs for each alternative; mitigation costs should always be considered integral components of each project with impacts to the environment. Based on a complete analysis of the costs of each alternative, some alternatives that have lower land acquisition and construction costs may have greater total costs when mitigation costs are included in the economic evaluations. As has been noted above, Alternatives 1, 1a, and 1b are likely to have significantly higher mitigation costs than the other proposed alternatives. In evaluating the relative costs of each alternative, BART should also assess the amount of income that BART could obtain by selling the site of the proposed Greenville Yard to other projects in need of mitigation in the Tri-Valley Region.

Finally, BART should not assume that the resource agencies will allow the fill of the vernal pools at the Greenville Yard. We encourage BART to request an inter-agency meeting with the ACOE, CDFG, USFWS, and the Water Board as soon as possible, in order to discuss permitting issues at the site of the proposed Greenville Yard.

If you have any questions, please contact me at (510) 622-5680, or via e-mail at bwines@waterboards.ca.gov.

Sincerely,



Brian Wines
Water Resources Control Engineer
South and East Bay Watershed Section

cc: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (by fax: 916-323-3018)
USACE, San Francisco District, Attn: Regulatory Branch, 1455 Market Street, San Francisco, CA 94103-1398 (cameron.l.johnson@usace.army.mil, jane.m.hicks@usace.army.mil)
CDFG, Central Coast Region, Attn: Marcia Grefsrud, P.O. Box 47, Yountville CA 94599 (mgregsrud@dfg.ca.gov, sbrunson@dfg.ca.gov)
United States Department of the Interior, Fish and Wildlife Service, Sacramento Fish and Wildlife Office, 2800 Cottage Way, Room W-2605, Sacramento, CA 95825-1846 (Ryan_Olah@fws.gov, cay_goude@fws.gov, kim_squires@fws.gov)

Letter 8 California Regional Water Quality Control Board

- 8.1 In accordance with the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) recommendation, the Porter-Cologne Water Quality Act description is expanded. The fifth paragraph on page 3.8-23 of the Draft Program EIR, following the subject heading, is revised as follows:

Porter-Cologne Water Quality Act (Water Code Section 13000 et seq.).—The Porter-Cologne Water Quality Control Act was passed in 1969. It established the SWRCB and divided the State into nine regions, each overseen by a RWQCB. The SWRCB is the primary State agency responsible for protecting the quality of the State's surface and groundwater supplies, but much of its daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA, Sections 401, 402, and 303. In general, the SWRCB manages both water rights and Statewide regulation of water quality, while the RWQCBs focus exclusively on water quality within their regions. The SFBRWQCB has regulatory authority over wetlands and waterways under both the federal Clean Water Act (CWA) and the State of California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7). Under the CWA, the SFBRWQCB has regulatory authority over actions in waters of the United States, through the issuance of water quality certifications (certifications) under Section 401 of the CWA, which are issued in combination with permits issued by the Army Corps of Engineers (ACOE) under Section 404 of the CWA. When the SFBRWQCB issues Section 401 certifications, it simultaneously issues general Waste Discharge Requirements (WDRs) for the project under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside the jurisdiction of the ACOE (e.g., isolated wetlands, vernal pools, or stream banks above the ordinary high water mark) are regulated by the SFBRWQCB under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie outside ACOE jurisdiction may require the issuance of either individual or general WDRs from the SFBRWQCB.

Under the authority of the Porter-Cologne Water Quality Act, the SFBRWQCB has developed and implements the *San Francisco Bay Basin Water Quality Control Plan* (Basin Plan), which defines the Beneficial Uses of waters of the State within the San Francisco Bay Region. Many of the water bodies that may be impacted by the BART extension are tributaries to either Arroyo Las Positas or Arroyo Mocho, which have been assigned the following existing and potential Beneficial Uses in the Basin Plan: groundwater recharge, cold freshwater habitat, warm freshwater

habitat, fish migration, fish spawning, wildlife habitat,²⁴ contact water recreation, and non-contact water recreation. Since the Beneficial Uses of any specifically identified water body generally apply to all its tributaries, the beneficial use of wildlife habitat applies to the tributaries of Arroyo las Positas and Arroyo Mocho. Any permit action taken by the SFBRWQCB must be consistent with maintaining Beneficial Uses of waters of the State.

- 8.2 For the purposes of the hydrology and water quality analysis in Section 3.8 of the Draft Program EIR, impacts are addressed for all surface water features and are not limited to addressing only jurisdictional waters. Potential impacts to jurisdictional waters (federal and State) are addressed in Section 3.9, Biological Resources, in the Draft Program EIR.

In addition, as described in Section 3.9, Biological Resources, of the Draft Program EIR, a reconnaissance-level survey was conducted to identify potential wetlands and potential jurisdictional waters (see page 3.9-4, paragraph 2). Figures 3.9-2a through 3.9-2f of the Draft Program EIR shows locations of the reconnaissance survey seasonal wetlands, swales, water features, and riparian features within the biological resources study area. Potential impacts to jurisdictional waters are described under Impact BIO-1 on pages 3.9-43 to 3.9-52 in the Draft Program EIR. Identification of and determination of jurisdictional waters would be based on a more specific wetland delineation for the selected alternative design and is not critical to distinguishing among the relative impacts of the different BART extension alternatives, which is a primary purpose of the Draft Program EIR. Mitigation Measures BIO-1.1, BIO-1.2, and BIO-1.3 of the Draft Program EIR would ensure that jurisdictional waters are identified for the selected alternative and that appropriate mitigation measures are developed and implemented (pages 3.9-51 to 3.9-52). Please refer to Master Response 1 of this document, regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document.

Figure 3.8-2 of the Draft Program EIR identifies sources of surface water features as NWI, 2008; Zone 7 Water Agency, 2009; USGS NHD; California Resource Agency, 2003. Data from the PBS&J reconnaissance-level survey, including wetlands and potential jurisdictional waters, was also used in the Hydrology and Water Quality impacts analysis. Additionally, wetlands are included in the definition of surface waters and "...river and stream channels as identified on... or GIS datasets..." used in the impacts analysis for the Draft Program EIR (see page 3.8-28, paragraph 2). As such, 'blue line creeks' were not identified as the only surface water features analyzed for impacts.

²⁴ Wildlife habitat is defined as, "Uses of waters that support wildlife habitats, including, but not limited to, the preservation and enhancement of vegetation and prey species used by wildlife, such as waterfowl. The two most important types of wildlife habitat are riparian and wetland habitats. These habitats can be threatened by development, erosion, and sedimentation, as well as by poor water quality" (Section 2.1.20 of the Basin Plan).

In order to clarify sources of data used in the analysis, the sources listed for Figure 3.8-2 of the Draft Program EIR are revised as follows:

Source: AECOM May 4, 2009; NWI, 2008; Zone 7 Water Agency, 2009; USGS NHD; California Resource Agency, 2003; PBS&J, 2008 and 2009.

The second paragraph on page 3.8-28 is revised as follows:

For this analysis, surface waters include improved flood control or drainage channels, canals, intermittent/ephemeral river and stream channels ~~as identified on USGS topographic maps or GIS datasets~~; permanent river and stream channels; impoundments such as ponds, lakes, and reservoirs; and wetlands. Sources of data used to identify surface water features include USGS topographic maps or GIS datasets, National Wetlands Inventory (NWI), Zone 7 GIS datasets, and PBS&J reconnaissance-level surveys. Groundwater includes the Livermore Valley Groundwater Basin.

- 8.3 As stated in the Draft Program EIR, the Hydromodification Management Plan (HMP) requirements do not include maintenance of the existing runoff hydrograph for storm events greater than the 10-year storm event, which could cause or contribute to downstream flooding (see page 3.8-39, last paragraph). This statement and impact analysis do not address potential impacts associated with hydrograph modification or requirements of the Municipal Regional Stormwater Permit (MRP) pertaining to water quality and downstream erosion potential. Instead, this statement and impact analysis refers to the potential for flooding. However, this sentence may incorrectly lead a reader to assume that portions of the study area may be within an area exempt from the Hydromodification Management (HM) Standard. As such, text in the second sentence of the last paragraph on page 3.8-39 is revised as follows:

Although the HM Standard, as described in the MRP and Hydromodification Management Plan (HMP) prepared by the Alameda County Clean Water Program,²⁵ would require that flows are maintained for low and moderate storm events (10 percent of the 2-year storm event up to the 10-year storm event) for discharges ~~to most creeks within~~ from the study area, there is no standard for discharges to the local storm drain system ~~and~~ for storm events above the 10-year storm event.

- 8.4 As the commentor notes, the project would require a CWA Section 401 Water Quality Certification and/or an individual WDR issued by the SFBRWQCB. Therefore, the SFBRWQCB should be included in review of the Hydraulic and Hydrology Study identified in Mitigation Measure HY-1.1. As such, text for Mitigation Measure HY-1.1 beginning on page 3.8-42 of the Draft Program EIR is revised as follows:

²⁵ Alameda County Public Works Agency. Alameda County Clean Water Program. Hydrograph Modification Management Plan. May 15, 2005.

HY-1.1 Engineer Storm Drain System to Accommodate Design Flows. BART shall prepare a Hydraulic and Hydrology Study for the entire project to determine runoff rates and durations for the existing and proposed drainage system discharging into any local drainage system or natural drainage feature. BART shall submit the Hydraulic and Hydrology Study to Caltrans, the cities of Livermore and Pleasanton, Zone 7, SFBRWQCB, and ACCWP for review. The jurisdictional agencies' engineering staff shall review the project drainage design. BART shall evaluate the comments and any proposed revisions for potential incorporation into the project design, as appropriate.

Compliance with SFBRWQCB conditions of the CWA Section 401 Water Quality Certification and/or potentially an individual WDR, including any revisions to proposed drainage designs based on the SFBRWQCB review of the Hydraulic and Hydrology Study, would be required under existing regulations.

8.5 The commentor notes that the Dewatering Operations and Management Plan (Mitigation Measure HY-1.2 on page 3.8-43 of the Draft Program EIR) is also subject to review and approval by the SFRWQCB. However, permanent groundwater dewatering on water quality would be subject to conditions and restrictions identified in an individual WDR/National Pollution Discharge Elimination System (NPDES) permit or Treated Groundwater Dewatering WDR, as required by the SFBRWQCB and as part of existing regulatory requirements.

For an individual WDR/NPDES permit, the SFBRWQCB already requires a complete characterization of the discharge that includes, but is not limited to, design and actual flows, a list of constituents and the discharge concentration of each constituent, a list of other appropriate waste discharge characteristics, a description and schematic drawing of all treatment processes, a description of any Best Management Practices (BMPs) used, and a description of disposal methods. If the SFBRWQCB determines that an assessment of potential effects of project dewatering on downstream flooding is necessary to define conditions and restrictions of an individual WDR/NPDES permit for protecting water quality, the SFBRWQCB may, at its discretion, request such information under existing regulatory requirements.

In accordance with Treated Groundwater Discharge WDR, water quality effluent limitations, reclamation and land discharge specifications, receiving water limitations, groundwater limitations, and monitoring and reporting requirements are required. The proposed treatment system and associated operation, maintenance, and monitoring plans must be submitted to the SFRWQCB under existing regulatory requirements.

Therefore, existing regulatory requirements provide the SFRWQCB with pertinent information and authority regarding groundwater dewatering for protection of water quality. Additionally, Response 8.4 of this document identifies text revisions to Mitigation Measure HY-1.1 to include the SFRWQCB in the list of agencies to which the Hydraulic

- and Hydrology Study is submitted for review. Impact HY-1 and Mitigation Measure HY-1.2 (see pages 3.8-37 to 3.8-42) address impacts and mitigation associated with flooding potential, not water quality or hydrograph modification. As such, no modifications to Mitigation Measure HY-1.2 are warranted.
- 8.6 To clarify the existing regulatory requirements regarding jurisdictional waters, the first sentence of the second paragraph on page 3.8-44 of the Draft Program EIR is revised as follows:
- Work within creeks, as required for implementation of new or expanded creek crossings, would require compliance with an individual WDR ('Waters of the State') or a CWA 404 Permit, and CWA Section 401 Water Quality Certification ('Waters of the U.S. '), and a Streambed Alteration Agreement.
- 8.7 Specific creek crossing designs will be developed when a preferred alternative is proposed. Please refer to Master Response 1 of this document, regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document. Existing regulatory requirements are explicitly stated in each impact analysis discussion, used in identifying factors that may minimize potential project effects, and incorporated into programmatic mitigation measures where appropriate to guide more detailed mitigation to be determined when a specific project is proposed.
- 8.8 BART acknowledges that stormwater treatment measures should be included in the site plans at the stage of facility design. Stormwater quality treatment would have to comply with the current term municipal stormwater NPDES permit, including the HM Standard and Low Impact Development (LID) source control BMPs, site design BMPs, and stormwater treatment BMPs for Regulated Projects, such as the project. Please refer to Section 6 of this document regarding text changes to page 3.8-25 of the Draft Program EIR on the new regulation (Municipal Regional Stormwater NPDES Permit).
- 8.9 BART acknowledges the special nature of the vernal pool habitat on the Greenville Yard property. In order to evaluate the worst-case scenario, the Draft Program EIR assumed that the possible Greenville Yard used BART's entire Greenville property. A project-level design may demonstrate that it is possible to avoid the most biologically sensitive areas of the site and still provide a workable BART maintenance area. BART acknowledges that the SFBRWQCB has stated its position that it is not likely to issue permits for projects that impact significant amounts of designated critical habitat. Please refer to Master Response 7 of this document, regarding the Greenville Yard, wetland and vernal pool species and their critical habitat, and the feasibility of mitigation. In addition, a discussion of the CWA and Section 404 are included in the Draft Program EIR (see page 3.9-35, paragraph 5, and page 3.9-36, paragraph 6). As provided in Mitigation Measure BIO-1.2, BART must obtain a CWA Section 404 permit and comply with its requirements. As the comment notes, the requirements for obtaining a permit include preparation of an alternatives analysis and selection of the least environmentally damaging practicable alternative.

- 8.10 As the SFBRWQCB no longer issues waivers of WDRs, the fourth sentence of the first paragraph on page 3.9-40 of the Draft Program EIR is revised as follows:

Historically, California relied on its authority under Section 401 of the CWA to regulate discharges of dredge or fill material to California waters. That section requires an applicant to obtain “water quality certification” from the SWRCB through its RWQCBs to ensure compliance with state water quality standards before certain federal licenses or permits may be issued. The permits subject to Section 401 include permits for discharge of dredge or fill materials (CWA Section 404 permits) issued by the USACE. Waste discharge requirements under the Porter-Cologne Water Quality Control Act were historically typically waived for projects that required certification; however, the San Francisco Bay RWQCB no longer issues waivers of Water Discharge Requirements or WDRs, and all certifications are now issued in combination with SWRCB Order No. 2003 – 0017 – DWQ, General Waste Discharge Requirements for Dredge and Fill Discharges That Have Received State Water Quality Certification.

- 8.11 As noted in the comment, the SFBRWQCB usually asserts jurisdiction over roadside drainages. Based on available information, it was determined that potential wetlands and roadside drainages could be present with several of the BART extension alternatives, but would have to be field verified by a wetland delineation, as described in Mitigation Measure BIO-1.1. The degree of impact on the drainages would vary depending on which alternative were selected as the preferred alternative. It should be noted though, as stated in the Draft Program EIR, that project designs have not been finalized and could potentially avoid these wetland features (see page 3.9-44, paragraph 1). The impact is identified as “potentially significant” because such impacts may be avoided, not because the ditches have relatively low habitat value. Measures would be developed at the project level to mitigate any significant drainage impacts. Also see Master Response 1, regarding the adequacy of mitigation measures in a program EIR.
- 8.12 Please refer to Master Response 7 of this document, regarding the Greenville Yard, and Master Response 1, regarding the level of detail appropriate to a program versus a project EIR. If the BART Board wishes to select an alternative that includes the Greenville Yard as its preferred alternative, then further consultation with the resource agencies will be warranted to determine the feasibility of mitigating impacts and obtaining requisite permits for development of the site. BART acknowledges that, if mitigation is determined to be infeasible based on such consultations, the Draft Program EIR may have to be revised and recirculated to address any unmitigable significant impacts to wetland and vernal pool species and critical habitat within the Greenville Yard, if the BART Board wishes to select an alternative that includes the Greenville Yard based on overriding considerations. However, it would not be appropriate to remove alternatives from consideration in the Final Program EIR and eliminate them from consideration by the BART Board of Directors. Rather, the BART Board will consider the merits of the alternatives, including

- the biological resource issues, and will balance the environmental impacts with the environmental benefits when selecting the preferred alternative.
- 8.13 See Response 8.12 above and refer to Master Response 7 of this document, regarding the Greenville Yard, and to Master Response 1 regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document. Please also see responses to Comment Letter 1 from the U.S. Fish and Wildlife Service.
- 8.14 See Response 8.12 above and refer to Master Response 7 of this document, regarding the Greenville Yard, and to Master Response 1 regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document. Although, Altamont Creek is not pointed out specifically in the impact summaries of Table 3.9-5 of the Draft Program EIR (see page 3.9-46), each alternative impact description states the number of watercourses and approximate acreage of wetland impacts which would include the watercourse acreages as well. Additionally, the watercourses names are pointed out in the Impact BIO-1 of the Draft Program EIR for each alternative (see pages 3.9-44 to 3.9-55). Specific creek crossing designs will be developed when a specific project is proposed. However, in order to be consistent within the impact summaries, the last sentence for Alternatives 1, 1a, 1b, and 4 that summarizes impacts to Wetlands, Waters of the U.S., and Waters of the State within Table 3.9-5 of the Draft Program EIR on pages 3.9-46 to 3.9-48 is revised as shown on the following pages.
- 8.15 See Master Response 1 regarding the appropriate level of detail in a program versus project EIR, and Master Response 7 regarding the Greenville Yard. The definition of “mitigation” in CEQA Guidelines Section 15370 includes avoidance and minimization of impacts. Since the specific extent of impacts, timing and amount of mitigation and mitigation sites cannot be identified until a specific project is proposed, it is not clear what a programmatic “conceptual mitigation plan” as requested by the commenter would contain. As noted above, Mitigation Measure BIO-1.2 requires BART to obtain a CWA Section 404 permit and the requirements for obtaining a permit include preparation of an alternatives analysis and selection of the least environmentally damaging practicable alternative. In addition, BART acknowledges that the state’s “no net loss of wetlands” policy would apply and that SFBRWQCB generally requires permittees to take into account temporal impacts and the distance between impact and mitigation sites to determine the amount of mitigation.

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson's Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
1 - Greenville East	This alternative has the potential to impact the greatest number of watercourses and wetland habitat. Nine watercourses and approximately 24 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Wetland areas could be present within grassland habitat north of I-580, the proposed Isabel/I-580 and Greenville-East station footprints, and Greenville Yard. The Isabel/I-580 Station footprint is within an unnamed tributary to Arroyo las Positas and Arroyo las Positas. <u>The Greenville Yard footprint is within Altamont Creek.</u>	Due to the amount of undeveloped land that this alternative could impact, including land north of I-580, the Isabel/I-580 Station, and the Greenville Yard and Station, this alternative has the greatest potential to impact habitat for special-status plants. Approximately 800 acres of potential habitat lies within a 1,000-foot buffer centered on the alignment.	Approximately 276 acres of potential Swainson's hawk foraging habitat would be impacted. This habitat is located within the Greenville Station and Greenville Yard areas of the alternative.	This alternative has the potential to impact the greatest amount of potential CTS aquatic habitat. Approximately 12.5 acres of potential aquatic CTS habitat is located with a 1,000-foot buffer centered on the alignment, located north of I-580 between Livermore Avenue and the Las Colinas Road overcrossing, and at the Greenville Yard. This impact has the potential to impact a moderate amount of potential habitat for CRLF and WPT; approximately 31 acres of potential habitat for both species is present in the watercourses this alternative would cross.	This alternative would impact the greatest amount of potential vernal pool invertebrate habitat. Between 10 and 15 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is located north of I-580, along the track south of the Greenville East Station, and at the Isabel/I-580 Station and Greenville Yard. Approximately 113 acres of vernal pool fairy shrimp critical habitat (8 percent of the habitat located in Alameda County) would be impacted with the development of the Greenville Yard.	No CCCS habitat would be impacted.	This alternative could impact a fair amount of trees, due to its length. Trees are located along 11.5-miles of I-580 and within the Isabel/I-580 Station, Greenville East Station, and Greenville Yard.
1a - Downtown Greenville East via UPRR	This alternative also has the potential to impact a moderate amount of wetland habitat and watercourses. Seven watercourses and approximately 20 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along El Charro Road and the UPRR, and within the Greenville East Station	Similar to Alternative 1, this alternative would result in the development of a large amount of currently undeveloped land, largely associated with the Greenville Yard and Station. Approximately 555 acres of potential special-status plant habitat occurs within a 1,000-foot buffer centered on the alignment.	The impact from this alternative is the same as Alternative 1.	This alternative has the potential to impact a moderate amount of potential CTS aquatic habitat. Approximately 5.5 acres of potential aquatic CTS habitat is located within a 1,000-foot buffer centered on the alignment, primarily located within the Greenville Yard. A moderate amount of CRLF habitat could be impacted under this	This alternative would impact a moderate amount of potential vernal pool invertebrate habitat; between 3 and 5 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is located along the track south of the Greenville East Station and at the Greenville Yard. This alternative would	Arroyo Mocho supports CCCS; this alternative would run along Arroyo Mocho for approximately 4 miles and cross Arroyo Mocho 7 times	This alternative could impact a moderate amount of trees, due to its length (13.1 miles long) and location along El Charro Road and Stanley Boulevard. Trees are also present along the UPRR and at the Greenville East Station and Greenville Yard.

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
	and Greenville Yard. <u>The Greenville Yard footprint is within Altamont Creek.</u>			alternative. Approximately 31 acres of potential CRLF habitat is located within a 1,000-foot buffer centered on the alignment that includes the watercourses this alternative would cross. A large amount of potential WPT habitat could be impacted under this alternative. Approximately 95 acres of potential WPT habitat is located within a 1,000-foot buffer centered on the alignment. In addition to the watercourses this alternative would cross, potential WPT habitat is located along the Chain of Lakes.	have the same impact on vernal pool fairy shrimp critical habitat as Alternative 1.		
1b - Downtown Greenville via SPRR	East This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Seven watercourses and approximately 15 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along El Charro Road and within the Greenville East Station and Greenville Yard. <u>The Greenville Yard footprint is within Altamont Creek.</u>	As with Alternative 1 and 1a, this alternative will result in the development of a large amount of currently undeveloped land. Approximately 580 acres of potential special-status plant habitat is located within a 1,000-foot buffer centered on the alignment.	The impact from this alternative is the same as Alternative 1.	Potential impacts on CTS from this alternative would be relatively small. Approximately 1.5 acres of potential CTS aquatic habitat is located within a 1,000-foot buffer centered on the alignment. Impacts on CRLF and WPT would also be similar, but slightly less than under Alternative 1a. Approximately 30 acres of potential CRLF habitat and 94 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment.	This alternative would impact a minor amount of potential vernal pool invertebrate habitat; between 0.5 and 2 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located at the Greenville Yard. This alternative would have the same impact on vernal pool fairy shrimp critical habitat as Alternative 1.	This alternative would have the same impact on CCCS habitat as Alternative 1a.	This alternative would have the same impact as Alternative 1a. Trees are located adjacent to El Charro Road, north of Stanley Boulevard, along the SPRR right-of-way, and at the Greenville East Station and Greenville Yard

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Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
2 - Las Positas	This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Eight watercourses and approximately 19 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present within the proposed Isabel/I-580 Station and along the UPRR.	Similar to Alternative 1, this alternative has the potential to impact undeveloped land including land north of I-580 and the Isabel/I-580 Station. There is approximately 575 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	A moderate amount of potential aquatic CTS habitat could be impacted under this alternative. Approximately 8 acres of potential CTS aquatic habitat is located within a 1,000-foot buffer centered on the alignment, located primarily north of I-580. A moderate amount of CRLF and CTS habitat could be impacted under this alternative, similar to Alternative 1. Approximately 30 acres of potential CRLF habitat, and 30 acres of potential WPT habitat is located in within a 1,000-foot buffer centered on the alignment, located primarily along watercourses this alternative would cross.	This alternative would impact a moderate amount of potential vernal pool invertebrate habitat; between 7 and 9 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is located north of I-580, along the track north of the Vasco Yard, and at the Isabel/I-580 Station. No vernal pool fairy shrimp critical habitat would be impacted.	No CCCS habitat would be impacted.	Similar to Alternative 1, this alternative could impact a fair amount of trees. Trees are located along I-580, within the Isabel/I-580 Station and Vasco Road Stations area, and the Vasco Yard.
2a - Downtown-Vasco	This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Six watercourses and approximately 18 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along El Charro Road and the UPRR.	This alternative has the potential to impact less undeveloped land compared to Alternatives 1, 1a, 1b, and 2. Approximately 320 acres of potential special-status plant habitat is located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted. <u>Approximately 3.7 acres of potential Swainson’s hawk foraging habitat would be impacted. This habitat is located within the tailtracks of the alignment</u>	This alternative has the potential to impact a relatively small amount of potential CTS aquatic habitat; approximately 5 acres of potential CTS aquatic habitat, located primarily along the tailtracks northeast of the Vasco Yard, lies within a 1,000-foot buffer centered on the alignment. Impacts on potential CRLF and WPT habitat is similar to impacts associated with Alternative	This alternative would impact a moderate amount of potential vernal pool invertebrate habitat; between 4 and 6 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located along the track north of the Vasco Yard. No vernal pool fairy shrimp critical habitat would be impacted.	This alternative would have the same impact on CCCS habitat as Alternative 1a.	Similar to Alternatives 1a and 1b, this alternative could impact a moderate amount of trees. Trees are located along El Charro Road, north of Stanley Boulevard, along the UPRR, at the Downtown Livermore Station and Vasco Road Station, and at the Vasco Yard

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
3 - Portola	This alternative could impact a moderate amount of watercourses but a relatively small amount of wetland habitat. Five watercourses and approximately 5 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along I-580 and within the Isabel/I-580 Station.	Similar to Alternative 2a, this alternative would impact less undeveloped land that could support special-status plant species. Approximately 275 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	1a. Approximately 28 acres of potential CRLF habitat and 92 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment. No potential CTS aquatic habitat would be impacted. This alternative would impact a relatively small amount of potential CRLF and WPT habitat. Approximately 12 acres of potential CRLF habitat and 12 acres of potential WPT habitat is located within a 1,000-foot buffer centered on the alignment, located along watercourses this alignment would cross, including an unnamed drainage at the Isabel/I-580 Station.	This alternative would impact a relatively small amount of potential vernal pool invertebrate habitat; between 0.5 and 2 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located at the Isabel/I-580 Station. No vernal pool fairy shrimp critical habitat would be impacted.	No CCCS habitat would be impacted.	This alternative could impact a fair amount of tress. Trees are located along I-580, within the Isabel/I-580 and the Downtown Livermore Stations, and at the Portola/Railroad Yard.
3a - Railroad	This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Five watercourses and approximately 12 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is located primarily along El Charro Road and within the Isabel/Stanley Station.	Compared to the other alternatives, this alternative would impact a smaller amount of undeveloped land. Approximately 180 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	No potential CTS aquatic habitat would be impacted. Impacts on potential CRLF and WPT habitat is similar to impacts associated with Alternatives 1a and 2a. Approximately 26 acres of potential CRLF habitat and 90 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment.	This alternative would impact a relatively small amount of potential vernal pool invertebrate habitat; between 0.5 and 2 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located at the Isabel/Stanley Station. No vernal pool fairy shrimp critical habitat would be impacted.	As with Alternative 1a, this alternative would parallel Arroyo Mocho for approximately 4 miles and cross Arroyo Mocho 7 times. In addition, the use of the Isabel/Stanley Station would impact additional CCCS habitat.	Similar to Alternatives 1a, 1b, and 2a, this alternative could impact a moderate amount of trees. Trees are located along El Charro Road, north of Stanley Boulevard, at the Downtown Livermore Station, and at the Portola/Railroad Yard

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
4 - Isabel/I-580	This alternative would have the smallest potential impact watercourses and wetland resources. Six watercourses and approximately 5 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is located at the Isabel/I-580 Station. <u>The Isabel/I-580 Station footprint is within an unnamed tributary to Arroyo las Positas and Arroyo las Positas.</u>	Similar to Alternatives 2a and 3, this alternative would impact less undeveloped land that could support special-status plant species. Approximately 230 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	No potential CTS aquatic habitat would be impacted. Approximately 12 acres of potential CRLF habitat and 12 acres of potential WPT habitat is located within a 1,000-foot buffer centered on the alignment.	This alternative would have same impact as Alternative 3. No vernal pool fairy shrimp critical habitat would be impacted.	No CCCS habitat would be impacted.	As this alternative is the shortest, it would have the least potential impact on trees, which could be located along the 5.2-mile long alignment and at the Isabel/I-580 Station.
5 - Quarry	This alternative would cross the fewest number of watercourses (four), but a fair amount of wetland habitat (approximately 11 acres) is located within a 1,000-foot buffer centered on the alignment, due to its proximity to Arroyo Mocho along El Charro Road and within the Isabel/Stanley Station.	This alternative would impact the least amount of potential special-status plant habitat; approximately 125 acres is located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	No potential CTS habitat would be impacted. Impacts on potential CRLF and WPT habitat is similar to impacts associated with Alternatives 1a, 2a and 3a. Approximately 23 acres of potential CRLF habitat and 87 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment.	This alternative would have same impact as Alternative 3a. No vernal pool fairy shrimp critical habitat would be impacted.	This alternative would have the same impact on CCCS habitat as Alternative 3a.	Because of its route along El Charro Road and Stanley Boulevard, this alternative could impact a moderate amount of trees. Trees are also located at the Isabel/Stanley Station.

- 8.16 See Responses 8.12 to 8.15 above and refer to Master Response 7 regarding impacts to biological resources at Greenville Yard and timing of surveys, and Master Response 1 of this document, regarding the differences between program- and project-level analyses. Master Response 1 includes a discussion of the adequacy of the mitigation measures included in the Draft Program EIR. BART recognizes the importance of including the SFRWQCB in discussions regarding vernal pools, as it is a permitting authority for the project as discussed in the Draft Program EIR.
- 8.17 Mitigation plans would be completed as part of the project-level design and environmental evaluation phase. Please see Master Response 1, regarding the level of detail in a program versus project EIR.
- 8.18 BART recognizes the importance of including the SFRWQCB in discussions regarding vernal pools, and that vernal pools are Waters of the State with the Beneficial Use of Wildlife Habitat. The SFRWQCB has been added to Mitigation Measure BIO-5.1 on page 3.9-65 as an agency for consultation. Mitigation Measure BIO-5.1 of the Draft Program EIR is revised as follows:

BIO-5.1 Consult with USFWS and SFRWQCB, and Reduce Impacts on Vernal Pool Invertebrates and Their Habitat. BART shall comply with the following steps to ensure protection of vernal pool invertebrates and their habitat.

- a. BART, in consultation with the USFWS and SFRWQCB, shall either (1) conduct a protocol-level survey for federally listed vernal pool crustaceans, or (2) assume presence of federally-listed vernal pool crustaceans in areas of suitable habitat. Surveys shall be conducted by qualified biologists in accordance with the most recent USFWS guidelines or protocols to determine the time of year and survey methodology (survey timing for these species is dependent on yearly rainfall patterns and seasonal occurrences, and is determined on a case-by-case basis). The surveys may be done as part of the 404 permit process, if a 404 permit is required.

If surveys along the selected BART extension alternative reveal no occurrences of federally listed vernal pool crustaceans, no further mitigation would be required.

- b. If surveys determine that one or more special-status vernal pool invertebrate species occurs along the selected BART extension alternative, or if BART, in consultation with the USFWS, assumes presence of federally-listed vernal pool invertebrates in all affected habitats, no net loss of habitat shall be achieved through avoidance,

preservation, creation and/or purchase of credits. The selected measures may be part of the permitting process.

- c. Where feasible, all vernal pool invertebrate habitat shall be avoided. If habitat that can be avoided during construction activities is identified at a distance determined in consultation with USFWS, a USFWS-approved biologist (monitor) shall inspect any construction-related activities to ensure that no unnecessary take of listed species or destruction of their habitat occurs. BART will establish monitoring and reporting protocols to reduce impacts to vernal pool invertebrate species and habitat.
- d. BART shall ensure that an appropriate number of acres, as approved by USFWS and SFBRWQCB during consultation, are preserved to mitigate for direct or indirect impacts on vernal pool crustacean habitat.
- e. Water quality in the avoided wetlands shall be protected using erosion control techniques, such as silt fencing or straw wattles during construction in the watershed. This shall be completed in accordance with the State Construction Permit, ~~as outlined in the~~ NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. ~~99-08-DWQ~~ 2009-0009-DWQ.

Additionally, please refer to Master Response 7 of this document, regarding the Greenville Yard and the sensitive biological resources within the study area. In addition, BART would be required to complete focused biological surveys, prior to the permitting process, in order to quantify suitable habitat in the study area. An analysis of impacts to the California tiger salamander (CTS) is included in the Draft Program EIR, under Impact BIO-4, *Special-status Amphibians and Reptiles* (beginning on page 3.9-58, paragraph 2). As part of required habitat assessment identified in Mitigation Measure BIO-4.1a of the Draft Program EIR (see page 3.9-61, paragraph 2), BART would have to follow the prevailing USFWS Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander. The guidance would require an analysis of the known localities within 3.1 miles and the habitats types within 1.24 miles of the project site. If the BART Board selects an alignment alternative that includes the Greenville Yard, the project-level EIR analyses would include Frick Lake and any potential impact to Frick Lake would be mitigated accordingly.

- 8.19 BART recognizes the importance of including the SFBRWQCB in discussions of impacts related to in-water construction, and Mitigation Measure BIO-7.1 on page 3.9-70 of the Draft Program EIR is revised as follows:

BIO-7.1 Avoid the Rainy Season During In-Water Construction (Alternatives 1a, 1b, 2a, 3a, 5). BART will consult with the National Oceanic and

Atmospheric Administration (NOAA) Fisheries, ~~and/or~~ CDFG, and SFBRWQCB (as applicable) to define the schedule for in-water work, as well as for work on bridges and/or culverts within the main channel of the Arroyo Mocho. If the waterway is not inundated, work may occur without restriction if approved by NOAA, ~~and/or~~ CDFG, and SFBRWQCB.

- 8.20 Please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses. Master Response 1 includes a discussion of the adequacy of the mitigation measures included in the Draft Program EIR. In addition, BART acknowledges that, at this time, there are no mitigation banks for freshwater riverine habitat in the San Francisco Bay region and SFBRWQCB does not accept "in-lieu fee" mitigation for riverine habitat impacts. Mitigation Measure BIO-7.2 on page 3.9-70 of the Draft Program EIR is revised as follows:

BIO-7.2 Consult with NOAA Fisheries, USACE, CDFG and ~~USACE SFBRWQCB (as applicable)~~ and Mitigate for the Loss of Riverine Riparian Vegetation (Alternatives 1a, 1b, 2a, 3a, 5). If construction-related impacts on riverine (e.g. riparian woodland) riparian vegetation along or within the Arroyo Mocho occur, the impacts shall be mitigated by BART as determine in consultation with NOAA Fisheries, USACE, CDFG and SFBRWQCB (as applicable). ~~and the USACE.~~ ~~Mitigation could occur through either the purchase of "freshwater riverine habitat" at an approved mitigation bank or payment into the USACE "in lieu fee fund" for riverine aquatic bed habitat. Mitigation would occur in the form of in-kind mitigation or through the purchase of freshwater riverine habitat credits, if an approved mitigation bank exists at the time that a project proceeds.~~ Detailed mitigation requirements shall be identified in the final regulatory agency permits.

- 8.21 Please refer to the responses above, Master Response 7 regarding Greenville Yard, and Master Response 1 of this document, regarding the differences between program- and project-level analyses. Master Response 1 includes a discussion of the adequacy of the mitigation measures included in the Draft Program EIR.

- 8.22 Please refer to the responses above, Master Response 1 of this document, regarding the differences between program- and project-level analyses and Master Response 7, regarding biological resources impacts and the feasibility of mitigating biological impacts at the possible Greenville Yard site. Master Response 1 includes a discussion of the adequacy of the mitigation measures included in the Draft Program EIR. The Draft Program EIR does not restrict its analysis to alternatives utilizing properties which BART currently owns. Of the maintenance yard sites under consideration, only Greenville Yard would use current BART-owned property. As the comment acknowledges, the Draft Program EIR concludes that the contribution to cumulative impact on critical habitat is potentially significant and

unavoidable. It would not be appropriate to drop alternatives from consideration in the Final Program EIR and eliminate them from consideration by the BART Board of Directors. Rather, the BART Board will consider the merits of the alternatives, including the biological resource issues raised by the comment, during the final hearing to select a preferred alternative. BART agrees that Alternatives 2, 2a, 3, 3a, 4 or 5 would avoid the potentially significant and unavoidable contribution to cumulative impacts associated with the Greenville Yard. As discussed in Section 1.4 of this document, BART has introduced a new Alternative 2b, a hybrid of Alternatives 2a and 3. One of the important benefits of Alternative 2b is that it would avoid the adverse impacts to biological resources associated with the Greenville Yard site.

- 8.23 BART will develop a complete mitigation plan with an appropriate level of detail and cost estimates when project-level design and environmental review is conducted. Please refer to the responses above and to Master Response 7 of this document, regarding the Greenville Yard. In addition, please refer to Master Response 1 regarding the adequacy of the mitigation measures included in the Draft Program EIR. BART acknowledges that the SFRWOCB has stated its opinion that the biological resource impacts at the Greenville Yard site may not be mitigable or may require mitigation so extensive and costly as to render the alternatives that include the Greenville Yard non-viable. If the BART Board wishes to select an alternative that includes the Greenville Yard as its preferred alternative, then further consultation with the resource agencies will be warranted to determine the feasibility of mitigating impacts and obtaining requisite permits for development of the site. Based on further consultation with the resource agencies, BART may conclude that use of the Greenville Yard site for maintenance activities would be infeasible because no feasible mitigation measures are available to avoid or reduce impacts to the sensitive biological resources at the Greenville Yard site. Therefore, BART acknowledges that if the BART Board decides to select the Greenville Yard as part of the preferred alternative, BART may have to revise and recirculate the Draft Program EIR to address any unmitigable significant impacts to biological resources.

Additionally, the Eastern Alameda County Conservation Strategy (EACCS) is being developed with the Greenville Yard area buildout included. The EACCS cites the City of Livermore General Plan which includes the Greenville Yard area within the Livermore Urban Growth Boundary, including the following designations NMH - Neighborhood Mixed High Density; OSP - Parks, Trail Ways, Recreation Corridors, and Protected Areas; CF-S - School general; and ULM/UH-4 - Urban Low Medium Residential/Urban High Residential 4=18-22 d.u./a.c.²⁶ The EACCS includes the northern portion of the Greenville Yard as part of the Urban/Developed Land Designation; however, they did not include the BART owned property within the Urban/Developed Land designation.²⁷

²⁶ City of Livermore General Plan 2003 - 2025, as amended June 2009.

²⁷ East Alameda County Conservation Strategy. East Alameda County Conservation Strategy Document (Working Draft). Available on-line at <http://www.eastalco-conservation.org/documents.html>.



Letter 9

BOARD OF SUPERVISORS

**SCOTT HAGGERTY
SUPERVISOR, FIRST DISTRICT**

January 20, 2010

BART Planning Department
300 Lakeside Drive
Oakland, CA 94612
Attn: Malcolm Quint

Re: BART to Livermore Extension Draft Program EIR dated November 2009

Dear Mr. Quint:

As the representative for District 1 on the Alameda County Board Supervisors, which encompasses the BART to Livermore Extension Draft Program EIR study area, I have participated in the hearings regarding the nine Alternatives currently under study. Now that those hearings are concluded, I want to go on record that I am opposed to Alternatives 1a, 1b, 2a, 3a, and 5; all of which utilize the El Charro/Chain of Lakes right of way alignment. Consideration of a resolution by the Alameda County Board of Supervisors supporting this position is scheduled for its board meeting on January 26.

The right of way required of the El Charro/Chain of Lakes alignment between I-580 and Stanley Boulevard, lies within the County's jurisdiction and the impacted Staples Ranch portion of the alignment which is also owned by Alameda County. The County will certainly oppose the provision of any right of way within its Staples Ranch property or within that portion of its jurisdiction that includes the Chain of Lakes.

9.1 There are several reasons for our opposition to the Alternatives which include the El Charro/Chain of Lakes alignment. First there are the negative impacts on Alameda County as a result of the proposed aerial structure and right of way which ignores over five years of development planning on Staples Ranch. Second, other jurisdictions and agencies are taking strong stances against the El Charro/Chain of Lakes alignment due to both the uncertain existing geotechnical conditions and future plans for that area. Finally, the El Charro/Chain of Lakes alignment to Livermore will result in the greatest number of conflicts with the existing Union Pacific railroad corridor and the residential neighborhoods in Livermore.

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Page 2 of 2
January 20, 2010
BART Planning Department

As the process for the BART to Livermore Extension Draft Program EIR concludes, I strongly recommend that Alternatives 1a, 1b, 2a, 3a, and 5 are not considered as viable options in the final EIR document. Fortunately, the EIR identifies four other Alternatives which are viable solutions to accomplish our long standing goal of extending BART to Livermore. I sincerely appreciate your efforts and I look forward to continuing to work with BART to realize this goal.

Sincerely,



Scott Haggerty
First District Supervisor

- c: Other Members, Alameda County Board of Supervisors
- Susan Muranishi, County Administrator
- Mayor Jennifer Hosterman, City of Pleasanton
- Mayor Marshall Kamena, City of Livermore
- Mayor Tim Sbranti, City Dublin
- Council Members, Cities of Dublin, Livermore, Pleasanton
- John McPartland, BART Director, District 5
- Dorothy Dugger, BART General Manager
- Zone 7 Board of Directors
- Chris Bazar, County Community Development Agency
- Pat Cashman, County Surplus Property Authority

Letter 9 Alameda County Board of Supervisors

- 9.1 Please refer to Master Response 3 regarding the Chain of Lakes area, and Master Response 4 regarding Staples Ranch. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.



Letter 10

**ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT**

January 21, 2010

Chris Bazar
Agency Director

Albert Lopez
Planning Director

224
West Winton Ave.
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10.1

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Re: BART to Livermore Extension Draft EIR

Dear Mr. Quint:

It is with great interest and desire for success to extend BART to Livermore that the County of Alameda Planning Department submits the following comments.

As the local agency responsible for land use decisions in the unincorporated areas of Alameda County, we are primarily concerned with the substantial land use effects of some of the alternatives on areas within our jurisdiction. We administer the East County Area Plan, a part of the Alameda County General Plan that established the urban growth boundary cited in the DEIR. We appreciate the recognition in the Summary (Table S-2; and land use section) that the Greenville station is likely to result in development outside the urban growth boundary. While it is true that state law exempts the Bay Area Rapid Transit District (District) from having to identify significant land use impacts under CEQA in the DEIR, the appearance of disregarding the growth boundary as a very serious obstacle to development of this station does not appear to serve the District's or County's interests.

For this and other reasons, we would generally endorse the alternative with the least impact to areas outside the growth boundary, including Alternatives 2.a, and to the extent that land use effects outside the growth boundary are limited at the Isabel/580 or Isabel/Stanley stations, Alternatives 3 or 3.a. It may be that the limited effect of the latter two stations outside the urban growth boundary may be able to be resolved through the environmental review process.

Although we have a number of other comments, such as a desire for a nearer-term model year, such as 2020, and that a more integrated analysis of land use and transportation would be highly desirable, we are limiting our comments at this time. We may submit additional comments at a later time, that we hope will contribute to the preparation of the Final EIR, but at this time we wish to simply congratulate you and your consultants on a job well done.

Sincerely,

Albert Lopez, Planning Director

cc: Planning Commission

Letter 10 Alameda County Community Development Agency

10.1 BART is aware of the significance of potential station development beyond Alameda County's Urban Growth Boundary (UGB); it is not the intent of the language of the Draft Program EIR to disregard that significance. Although California Government Code Section 53090 exempts BART from complying with local land use policy (see page 3.3-1, paragraph 4), the location of the Greenville East Station footprint beyond the UGB was included in Table S-2 of the Draft Program EIR. As suggested by the title of the table, *Comparative Summary of Key Environmental Considerations*, all characteristics within the table are considered "major environmental issues," and are described in the Draft Program EIR (see page S-11, paragraph 3). Included in Table S-2 is the potential conflict between the Greenville East Station footprint and the UGB, specifically to call readers' attention to the issue such that they may easily compare the key environmental differentiators among the alternatives, and allow the reader to assess the analysis in a critical manner.

Section 3.3, Land Use, of the Draft Program EIR, contains explanations of both *East County Area General Plan* land use policies related to the UGB (see pages 3.3-19 to 3.3-23), as well as a description of the passage of Measure D in November 2000. As stated, Measure D included a redrawing of the UGB, and reflects the residents' desires to protect County open space (page 3.3-20, paragraph 2).

The next portion of this comment concerns the merits of project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

This comment also states that the limited effects of growth outside the UGB of the Isabel/I-580 and Isabel/Stanley stations may eventually be resolved through the CEQA review process. This is indeed the case, as these effects will be assessed and, if necessary, mitigated in the project-level EIR, as appropriate for the selected alternative. Finally, the commentor states that a near-term model year should have been analyzed, and that a more integrated analysis of land use and transportation would be desirable. These analyses will be completed in the more detailed project EIR, which will rely on a model time horizon equivalent to the expected date of revenue service. See also Response 5.4 for a more detailed explanation about why a near-term analysis year was not plausible in the Program EIR.



Letter 11
ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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January 21, 2010

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- City of Albany
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Chair
- Executive Director
Dennis H. Fay

Mr. Malcolm Quint
BART
300 Lakeside Drive, 16th floor
Oakland, CA 94612
mquint@bart.gov

SUBJECT: Comments on the Draft Program Environmental Impact Report for the BART to Livermore Extension

Dear Mr. Quint:

Thank you for the opportunity to comment on the Draft Program Environmental Impact Report (EIR) for the BART to Livermore extension. The Draft Program EIR analyses nine alternatives to extend BART east from the existing Dublin/Pleasanton BART station to Livermore. The Draft Program EIR will be used to provide BART information to select a preferred alignment alternative. The preferred alignment will be the subject of more detailed engineering efforts, right-of-way preservation and project-specific environmental review.

As a member of the Technical Advisory Committee, Alameda County CMA has been partnering with BART in developing the alternatives for the Program DEIR.

The ACCMA respectfully submits the following comments, which should be addressed in detail in the project-specific EIR:

Funding

The project is not presently in the Countywide Transportation Plan (CTP), nor in the Congestion Management Plan (CMP). It is recommended that BART work with the project funding partners to ensure that it is included in future updates of the CTP. A full funding plan for capital and operation and maintenance for the preferred alternatives will need to be identified.

Station Access and Parking Impacts

As an alignment is chosen, and additional environmental review is undertaken, station access and parking impacts to the Metropolitan Transportation System (MTS) highway, arterials, and transit networks in Alameda County should be addressed in the project-specific EIR.

Mr. Malcolm Quint
January 20, 2010
Page 2

- 11.3 Connectivity and Phasing
The selected alternative should consider how the BART to Livermore extension would connect with existing transit, such as ACE and LAVTA, as well as planned transit, such as High Speed Rail. The design and operating plan for these stations should demonstrate that the connections are feasible and easy to use.
- 11.4 BART should consider phasing the construction of the BART to Livermore extension, including any connections to the regional transit system, to allow the project to move forward as funding is secured.
- 11.5 Opportunities for Transit Oriented Development/Priority Development Areas
BART should consider the preferred station locations as ones that would support transit oriented development in keeping with CMA, MTC and ABAG's policies to support high density residential development and jobs that encourage vehicle trip reduction and transit ridership.

Once again, thank you for the opportunity to comment on this Draft Program EIR. Please do not hesitate to contact me at 510/836-2560, if you require additional information.

Sincerely,



Diane Stark
Senior Transportation Planner

cc: Beth Walukas, Manager of Planning
file: CMP/Environmental Review Opinions - Responses - 2010

Letter 11 Alameda County Congestion Management Agency

- 11.1 BART is aware that the project is not currently in the Countywide Transportation Plan (CTP), nor in the Congestion Management Plan (CMP). BART will work with the appropriate planning and funding agencies to add the project to the county and regional plans as the project moves from the program-level to the project-level environmental phase. As noted in the comment, a full funding plan including the cost of operations and maintenance will need to be developed.
- 11.2 BART acknowledges Alameda County Congestion Management Agency's comment that once an alignment is chosen and additional environmental review is undertaken, station access and parking impacts to the Metropolitan Transportation System (MTS) highway, arterials, and transit networks in Alameda County should be addressed in the project-specific EIR. BART concurs with this comment and will perform such analyses as part of the project EIR.
- 11.3 The Draft Program EIR includes descriptions of each alternative in Section 2, Alternatives, and how each alternative would interface with both Altamont Commuter Express (ACE) and Livermore Amador Valley Transit Authority (LAVTA) at each transfer station. Detailed design of the station transfer areas will be developed when preliminary engineering and project-level environmental review is initiated. The future Altamont Corridor High Speed project has recently begun the Alternatives Analysis process, and is recognized in the Draft Program EIR on page 3.2-156. BART and the California High-Speed Rail Authority have signed a Memorandum of Understanding for coordination of environmental processes in this corridor, to ensure that the two systems are developed in concert with each other.
- 11.4 The Draft Program EIR contained two alternatives, Alternative 4 and Alternative 5, which could potentially provide the first phase of longer systems. Phasing project construction is an issue that will be addressed further in the project-level EIR, as a funding plan is developed.
- 11.5 Coordination of station locations with opportunities for transit-oriented development is one of BART's primary considerations in selecting a preferred alternative. One of the program objectives for this project (see page 1-12) is to develop an alternative that conforms to the BART System Expansion Policy (SEP) and the Metropolitan Transportation Commission's (MTC) Resolution #3434 – Transit Oriented Development Policy for regional transit extension projects. The BART SEP ranks alternatives on several criteria that consider transit-supportive land uses and the potential for ridership development. Although ridership projections meet BART's SEP policies, none of the alternatives meet the MTC Resolution #3434 policy for housing density for station areas. BART and the local agencies will have to collaboratively develop a Ridership Development Plan (RDP) for the corridor that addresses the specific steps for each partner to take to build ridership for the extension. These issues will be considered by the BART Board in selecting a preferred alternative for the project and deciding whether to proceed with the project.



Letter 12

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7
100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551-9486 • PHONE (925) 454-5000

January 20, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland, CA, 94612

Subject: BART to Livermore Draft Program Environmental Impact Report (DPEIR)

Dear Mr. Quint:

Zone 7 Water Agency has reviewed the referenced CEQA document in the context of Zone 7's mission to provide drinking water, non-potable water for agriculture/irrigated turf, flood protection, and groundwater and stream management within the Livermore-Amador Valley. We have the following technical comments for your consideration. Any policy comments will be sent under a separate cover.

- 12.1 In general, the DPEIR should recognize Zone 7's present and future ownership interests in the Chain of Lakes area and acknowledge that close coordination would need to happen prior to the selection of the alignment for BART in the quarry area. Zone 7 has existing facilities and future facilities planned for the areas adjacent to the proposed alignment through the Chain of Lakes. Geotechnical concerns, conflicts with water supply pipelines and groundwater recharge operations, as well as flood control facilities, should be recognized in the document. Any project level CEQA document will need to explore these concerns in detail and should be seriously considered prior to selection of a final project alignment.

SECTION 3.3: LAND USE

- 12.2 The first paragraph on page 3.3-8, which starts with "El Charro Road," should include Zone 7 as a landowner in addition to Rhodes & Jamieson (R&J) and Vulcan. Acknowledgement that Zone 7 may own portions of the R&J property at the time of any construction should also be noted, since portions of the R&J land will be deeded to Zone 7 in or around 2014.

SECTION 3.7: GEOLOGY, SOILS, & SEISMICITY

Fault Zones

- 12.3 Page 3.7-13, 15 (Table 3.7-3) and Figure 3.7-1:
For consistency, the locations of the Livermore Fault and the Diablo Thrust should be shown in the figure, since impacts from these fault zones are discussed in the table on page 3.7-15. ABAG notes that the Diablo Thrust is the "most active thrust fault in the Bay Area" and should be

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12.3
 cont. recognized as such, irrespective of the fact that it is not a recognized buried fault system in the Alquist-Priolo Earthquake Fault Zoning Act (as noted on page 3.7-13). Also, Figure 3.7-1 should include a label on the Verona fault since the trace is shown in the southwestern portion of the figure.

For BART's benefit, we recommend that BART research existing studies regarding seismic instability issues in the vicinity of the Chain of Lakes.

Soil Characteristics

Figure 3.7-5:

12.4 The soil designations from the 1966 Soils report are no longer valid in the active and former quarry areas between Livermore and Pleasanton. Surficial soils have been largely removed, reworked, and/or replaced with modified in-situ soils or other imports. All of these areas should be called out under the designation "Gp – gravel pit" to recognize the significant changes to the geologic character of this area.

Page 3.7-28:

12.5 Statements made in the first full paragraph on page 3.7-28 are not valid. Any assumptions made on soil characteristics from former soils designations in the Chain of Lakes region cannot be considered valid without contemporary soil mapping and boring data. The assumptions that the liquefaction and landslide characteristics of this area are the same as those designated from a 43 year old agricultural soils survey cannot be substantiated in light of the significant mining activities that have occurred. A significant portion of the mining area has been re-worked and as such the soil characteristics have been modified.

Mineral Resources

Page 3.7-27:

12.6 The Chain of Lakes extends both "north" and south of Stanley Blvd. Please revise the text in the second paragraph accordingly. It should be noted in this discussion of "Mineral Resources" that the former quarry pits designated in the Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR) as the future "Chain of Lakes" will be operated as water management facilities once mineral resources have been economically exhausted, which is assumed to be around the year 2030.

12.7 In the last paragraph on 3.7-27 and continuing on page 3.7-28: the fact that the former reclamation plan was withdrawn does not preclude this area from being mined in the future. Moreover, it does not alter its designation as a mineral resource. SMP-40 is also listed as an optional "Lake K" in the LAVQAR plan mentioned above.

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Page 3.7-32:

- 12.8 In addition to the Surface Mining and Reclamation Act, the Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR) of November 1981, and the active Surface Mining Permits (SMP-16 and SMP-31), should be referenced as necessary regulations that need to be consulted with respect to compatibility and compliance.

SECTION 3.8: HYDROLOGY

- 12.9 In general, the 1981 Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR), adopted by the Alameda County Board of Supervisors, should have been reviewed to determine areas that are designated by the report and zoned by Alameda County as "Water Management." The areas so designated will be owned and operated by Zone 7 in the future after mining resources have been economically exhausted, which is anticipated to be around the year 2030. The LAVQAR plan also denotes the approximate locations of facilities (conduits, tunnels, diversion, etc.) and required set-back distances from the Chain of Lakes top of slope to allow for safe and effective access and use by Zone 7. Any analysis of alternatives traveling through the Chain of Lakes area should include careful consideration of this guiding document and coordination with Zone 7 to ascertain future plans for the area.

- 12.10 Flood control within the Livermore-Amador Valley area is primarily under Zone 7's jurisdiction. The Cities of Livermore and Pleasanton, and Alameda County Public Works Agency serve as floodplain managers but they do not provide the flood protection facilities that Zone 7 does. Please revise the first sentence on page 3.8-10 to reflect these facts.

Interplay between the Livermore Flood Protection Improvements and Zone 7's Stream Management Master Plan

- 12.11 Alternatives 1a, 1b, 2a, 3a, and 5 propose a route through the Chain of Lakes. The DPEIR identifies the Livermore Flood Protection Improvements ("Improvements"), on page 3.8-13, as providing features that will improve storage capacity north of the Chain of Lakes. It should be noted that the Improvements are mainly proposed to mitigate for the construction of the north overbank fill, which includes re-routing flood waters, and the Jack London Boulevard overpass, which would have bisected the natural floodplain in Livermore.
- 12.11 The Improvements are proposed in conjunction with Zone 7's Stream Management Master Plan ("SMMP"). The Improvements provide only an interim solution to routing flood waters, whereas the SMMP proposes an ultimate solution to routing flood waters and storing them within the Chain of Lakes. The SMMP was adopted in 2006 and proposes developing a flood water conveyance system to the Chain of Lakes to allow for regional storage and detention of flood waters. The flood water conveyance system would route flood waters through the Livermore Golf Course, then through the area south of Arroyo Las Positas, where a southern detention area is proposed, and finally into the Chain of Lakes.
- 12.12 Zone 7 requests that BART consult with Zone 7 on the proposed design of BART's aerial structures through the Chain of Lakes *prior to* moving forward. This would ensure that BART's

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- 12.12 cont. design will not conflict with Zone 7's future projects within the Chain of Lakes. Also, on page 3.8-9, under the Chain of Lakes section, Zone 7 requests that the description include the fact that the Chain of Lakes would be utilized as part of the SMMP implementation.

Hydraulic and Hydrology Study

- 12.13 Zone 7 requests that BART consult with Zone 7 prior to preparing the Hydraulic and Hydrology Study for the entire Project in order to review the criteria that will be used in that study. This should be incorporated in Mitigation Measures HY-1.1, on page 3.8-42.

- 12.14 Implementation of the Livermore Flood Protection Improvements will involve relocating the natural flood plain to an area south of the Arroyo Las Positas and adjacent to the Arroyo Mocho. This will likely affect BART's alternatives. Zone 7 recommends that BART analyze how this improvement affects BART's alternatives in Subsection HY-4, on page 3.8-48.

Hydrologic Features

- 12.15 Figure 3.8-2 identifies Hydrologic features in the BART to Livermore area. However, the hydrologic features are incorrectly shown. For example, this figure does not reflect the improvements made to the Arroyo Mocho and the Arroyo Las Positas. The number of creek and stream crossings may be listed incorrectly for all the Alternatives. Please contact Zone 7 to discuss.

- 12.16 On Figure 3.8-5, the Amador Sub-Basin is mislabeled as the "Mocho II." The Amador Sub-Basin is the one east of Bernal.

Easements, Permits, and Fees

- 12.17 Because Zone 7 currently owns sections of the Chain of Lakes considered for BART alignments (e.g. Cope Lake) and is slated to take ownership of Lake H after 2014, it is vital that BART coordinate with Zone 7's Real Property Division regarding access to these areas. Additional requirements, other than the traditional encroachment permits, may be warranted.

- 12.18 On page 3.8-27, under Other Applicable Regulations, a sentence should be included indicating that easements and/or aerial easements may be required for BART structures crossing Zone 7 right-of-way.

- 12.19 On page 3.8-56, under HY-CU-6, an encroachment permit is not required for discharging stormwater. An encroachment permit is required for access to Zone 7 right-of-way. For example, if there are construction activities that require access to Zone 7 right-of-way, then an encroachment permit would be required. If there are plans to construct within Zone 7 right-of-way, then an easement may be required and would require approval from Zone 7 prior to construction.

Finally, BART structures built at-grade will be subject to Development Impact Fees for creation of impervious surfaces. Aerial support structures are also subject to Development Impact Fees.

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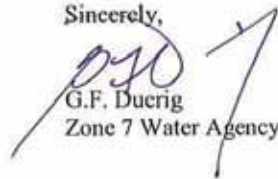
Impacts to Zone 7's Water System Facilities

12.20

The proposed alignments have the potential to impact several Zone 7 waterlines including the El Charro Pipeline, Cross Valley Pipeline, Livermore Pipeline, Vasco Pipeline and Altamont Pipeline. An aerial photo, which shows the location of these waterlines, is enclosed for your reference. Please continue to coordinate with Zone 7 as you develop this project and provide draft construction plans for further review and comment as they become available.

We appreciate the opportunity to provide technical comments on this document. If you have any questions, please feel free to contact Mary Lim at your earliest convenience at 925-454-5036 or via e-mail at mlim@zone7water.com. Again, please note that any policy comments will be submitted separately.

Sincerely,



G.F. Duerig
Zone 7 Water Agency

Enclosure

GFD:MDL

cc: Kurt Arends
Joe Seto
Jeff Tang
Carol Mahoney
Jaime Rios
Mary Lim

Letter 12 Alameda County Water Conservation District, Zone 7

- 12.1 BART acknowledges that Zone 7 has existing and planned facilities in areas adjacent to the Chain of Lakes. If an alignment through the Chain of Lakes area is selected, the future project EIR will examine impacts on facilities then owned by Zone 7 as well as other facilities in the Chain of Lakes area, and BART will closely coordinate with Zone 7 on project implementation in this area.
- 12.2 To reflect that BART acknowledges that Zone 7 may own portions of the Rhodes & Jamieson property at the time of project construction, the last sentence of the second paragraph on page 3.3-8 of the Draft Program EIR is revised as follows:

As of the time of completion of this document, the land, often referred to as the "Chain of Lakes" area, is largely under ownership of Rhodes & Jamieson, and private mining ventures such as Vulcan Material Company, and Alameda County Flood Control and Water Conservation District, Zone 7 (Zone 7). Under the terms of Alameda County's 1981 *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR)*, further portions of the land currently owned by Rhodes & Jamieson are to be deeded to Zone 7 for reclamation at various times over the course of the next 20 years. For example, Zone 7, which currently owns Cope Lake, is slated to take ownership of Lake H in 2014.

- 12.3 Figure 3.7-1 on page 3.7-5 of the Draft Program EIR is revised to identify the location of the Livermore Fault, Mt Diablo Fault, and Verona Fault. Information on the engineering feasibility through the Chain of Lakes area, including the use of seismic data, is presented in Master Response 3, Chain of Lakes/EI Charro Alignment. See Section 6, Revisions to the Draft Program EIR, of this document for the revised figure.

To reflect that BART acknowledges that ABAG identifies the Diablo Thrust as the "most active" thrust fault in the Bay Area, new text has been added in the last paragraph on page 3.7-13 of the Draft Program EIR as follows:

In addition, there are buried thrust faults, and inferred faults near the study area, such as the Mount Diablo Thrust. ABAG identifies the Mount Diablo Thrust as "the most active thrust fault" in the Bay Area.²⁸ According to a study of earthquake probabilities for the San Francisco Bay Region conducted by the USGS Working Group of California Earthquake Probabilities, the Mount Diablo Thrust Fault is capable of generating a magnitude 6.7 or greater earthquake with an estimated 0.03 probability (i.e. three percent probability) of it occurring during the period from 2002 to 2031.²⁹ The state recognizes that buried thrust faults exist; however, their

²⁸ <http://www.abag.ca.gov/bayarea/eqmaps/doc/thrusts.html>

²⁹ United States Geologic Survey, Earthquake Probability for the San Francisco Bay Region 2002-2031: Results and Discussion - Working Group on California Earthquake Probabilities. Open File Report 03-214, 2002.

fault planes extend under wide area and extremely difficult to identify and characterize. Consequently, regulations such as the Alquist-Priolo Earthquake Fault Zoning Act have not been applied to them.

Information applied to the analysis for geology, soils, and seismicity (including the vicinity of the Chain of Lakes) was obtained from the City of Livermore General Plan³⁰ and El Charro Specific Plan EIR.³¹ In addition, the analysis reviewed a Geotechnical and Seismic Report³² prepared for the project alternatives. The Geotechnical and Seismic Report presented preliminary evaluation of potential geologic, seismic, and geotechnical impacts on the proposed alternatives (including the seismic instability in the vicinity of the Chain of Lakes). The report concluded that site-specific geotechnical investigations would need to be conducted to evaluate potential seismic instability issues in the vicinity of the Chain of Lakes. Potential seismic instability concerns would be reduced to acceptable levels through the incorporation of professional engineering practices and public health and safety standards.

- 12.4 Figure 3.7-5 on page 3.7-25 of the Draft Program EIR is revised with the active and former quarry areas being designated as "Gp." See Section 6, Revisions to the Draft Program EIR, of this document for the revised figure.
- 12.5 The first full paragraph on page 3.7-27 of the Draft Program EIR is revised as follows to acknowledge that earlier mapped soil associations have been modified by quarrying activities:

Prior to mining in the quarry lands, the lands were considered to have the "least" landside susceptibility, soils that are well drained, and "slight" erosion hazards. However, because of significant mining in the quarry lands, current soil characteristics in the quarry lands are not known without new soil mapping and boring data. As shown in Figure 3.7-4 and described in Table 3.7-5, the quarry lands are considered to have the "least" landslide susceptibility and would be expected to remain relatively stable unless the topography were radically modified. The soils in the quarry lands are Yolo loams. These soils are well drained and considered to have a "slight" erosion hazard, indicating that little or no erosion is likely.³⁷ The quarries are in Quaternary deposits Qa (Latest Pleistocene to Holocene alluvial deposits). Liquefaction susceptibility associated with these deposits is moderate.³⁸

¹ ~~Parikh Consultants, Geotechnical and Seismic Report BART to Livermore Alternatives, Draft Environmental Impact Report, Alameda County, California, 2009.~~

¹ ~~Parikh Consultants, Geotechnical and Seismic Report BART to Livermore Alternatives, Draft Environmental Impact Report, Alameda County, California, 2009.~~

³⁰ City of Livermore, City of Livermore General Plan: 2003-2025, 2004.

³¹ City of Livermore, El Charro Specific Plan Environmental Impact Report, 2007.

³² Parikh Consultants, Geotechnical and Seismic Report BART to Livermore Alternatives, Draft Environmental Impact Report, Alameda County, California, 2009.

12.6 Please refer to Master Response 3 of this document, regarding the Chain of Lakes/El Charro alignment. The comment also requests that text in the second paragraph on page 3.7-27 of the Draft Program EIR be revised to identify that the Chain of Lakes extends both north and south of Stanley Boulevard. The text on page 3.7-27 identifies that the Chain of Lakes is "between I-580 and the UPRR tracks... and south of Stanley Boulevard." The area between I-580 and the UPRR tracks is north of Stanley Boulevard; therefore, the text already identifies the correct location of the Chain of Lakes.

12.7 The last paragraph on page 3.7-27 of the Draft Program EIR is revised as follows to acknowledge the potential for future mining near the Isabel/Stanley intersection and the potential future status of the area as an optional lake under the Specific Plan for LAVOAR:

The property northwest of the intersection of Stanley Boulevard and Isabel Avenue and properties farther north near the airport (formerly known as SMP-38, -39, and -40) were proposed for mining operations to commence upon the completion of the existing mining operations in 2013; ~~however, those plans were withdrawn and, although~~ the area northwest of the intersection of Stanley Boulevard and Isabel Avenue is not covered by any mining permit or reclamation plan.³⁵ future mining would not be precluded in the area, after an SMP had been re-established for it.³³ The area is designated as Optional Lake K in the LAVOAR 2030 Staging Plan, and could be available to capture polluted runoff water from urban development.³⁴ Future mining is planned for the area south of Stanley Boulevard.³⁵

12.8 The second and third paragraphs on page 3.7-32 of the Draft Program EIR are revised as follows and the following text is added to acknowledge the relationship of the program alternatives to the Specific Plan for LAVOAR.

Surface Mining and Reclamation Act. Mining of sand and gravel in the vicinity of the project began prior to 1900. In 1956, the County adopted Ordinance 181 N.S. to systematize quarry permitting and prohibit pollution or contamination of usable water-bearing aquifers in what is now known as the Chain of Lakes area. Quarry reclamation generally was not provided at that time. By 1965, recognizing that quarry reclamation was needed and that reclamation plans could not be limited to individual properties because of the interconnected nature of the aquifers, quarry operators agreed to a joint effort to develop a master plan to address the entire Chain of Lakes area. In 1977, the County adopted an updated Surface Mining Ordinance based on the state's Surface Mining and Reclamation

³³ Bruce Jensen, Senior Planner, County of Alameda, personal communication with George Burwasser, PG 7151, PBS&J, March 22, 2010 and November 2, 2009.

³⁴ *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation*, Alameda County Board of Supervisors, adopted November 5, 1981, p.4.

³⁵ Vulcan Materials Company, Western Division, SMP-16 Periodic Review of Mining and Reclamation Report by Permittee, 2008.

Act (SMARA) and, in 1981, adopted the Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR).³⁶

Surface ~~and~~ Mining and Reclamation Act. The Surface ~~and~~ Mining and Reclamation Act (SMARA) was enacted in 1975 for the dual purpose of identifying and mapping economically valuable mineral resources (including gold, sand, and gravel) and establishing a regulatory framework for the operation and eventual reclamation of surface mining operations. Section 3704, Performance Standards for Backfilling, Regrading, Slope Stability, and Recontouring, of SMARA requires the quarry operator to compact any fill in accordance with the current County Building Code specifications and create final slopes no steeper than 2:1 (horizontal to vertical). Cut slopes, including final quarry walls and faces, are required to have a minimum slope stability factor of safety that is suitable for the proposed end use and conform to the surrounding topography and/or approved end use. It is the County's responsibility, as the State's agent for SMARA enforcement, to inspect the slopes and assure that they are stable.

Surface Mining Permits. Property southwest of the intersection of Isabel Avenue and Stanley Boulevard encompassed by Surface Mining Permit SMP-16 has been approved for mining under vested Alameda County Quarry Permits. These areas would be reclaimed upon completion of mining in approximately 2030 as basins for future Lakes C and D of the Chain of Lakes to be developed by Zone 7 pursuant to the County of Alameda LAVQAR.

Specific Plan for Livermore-Amador Valley Quarry Area Reclamation. The Specific Plan for LAVQAR was adopted in 1981 to enable the use of the competing resources of land, water, and sand and gravel with a minimum of conflict and disruption; plan for reclamation, productive reuse, and rehabilitation of the Quarry Area (now known as the Chain of Lakes); mitigate the adverse effects of mining; satisfy the requirements of SMARA and the County Mining Ordinance; and provide a coordinated plan for the arrangement of the mining lands, their surface waters, and their underlying aquifers into a coherent, flexible form reflecting their interrelated geology, hydrology, land use, etc. throughout the Chain of Lakes. The key concept of the master reclamation plan is the transformation of the quarry pits into a series of lakes, over a period of 50 to 60 years, to be managed by Zone 7, to provide a surface water storage and conveyance system to replace a portion of the pre-existing aquifer system feeding the groundwater basin.

The Specific Plan contains 21 policies that serve as a guide for decisions concerning actual land use modifications in the Chain of Lakes. The County Planning Commission is the Lead Agency and coordinator responsible for

³⁶ Specific Plan for Livermore-Amador Valley Quarry Area Reclamation, Alameda County Board of Supervisors, adopted November 5, 1981, p.2, 3.

implementation of the Specific Plan. Three policies, 14, 15, and 21, relate to the alternative alignments along El Charro Road through the mining lands:

- Policy 14 specifies that minimum 50-foot setbacks shall be established from existing public streets.
- Policy 15 specifies that if El Charro Road becomes a public street, its alignment shall be coordinated with appropriate public agencies.
- Policy 21 specifies that if an operator's ability to meet the requirements of its reclamation plan because of any government action that restricts an operator's conduct of its mining operation, the operator and the County shall negotiate in good faith to agree on a revised reclamation plan.

~~It is the County's responsibility, as the State's agent for SMARA enforcement, to inspect the slopes and assure that they are stable.~~

- 12.9 Alameda County's 1981 *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation* (LAVQAR) is a reclamation plan for the Chain of Lakes area. To acknowledge this plan, the following is inserted before the second paragraph of page 3.3-23 of the Draft Program EIR:

Alameda County Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR). Adopted in November 1981, LAVQAR is a plan for the reclamation, reuse, and rehabilitation of the 3,820-acre area between Pleasanton and Livermore designated for sand and gravel quarrying. LAVQAR was developed in response to the State Surface Mining and Reclamation Act of 1975, which requires reclamation plans for all mining operations conducted after January 1, 1976. The central concept of LAVQAR is the gradual transformation of quarried pits into a "chain of lakes" that will provide a surface water storage and conveyance system and flood control strategy for Zone 7. Under the terms of this reclamation agreement, quarry operators must dedicate mined-out pits, water management facilities, and supporting land areas to Zone 7 for ownership and management. Although some portions have already been dedicated to Zone 7, LAVQAR is a staged reclamation process by which mined-out lands will be dedicated to Zone 7 until the year 2030, when reserves are expected to be depleted.

Although station areas or yards would not encroach into this area, the El Charro Road alignment of Alternatives 1a, 1b, 2a, 3a, and 5 would traverse a part of this area. While the specific details of the future uses and activities envisioned by the LAVQAR remain speculative at this time, an aerial structure would not necessarily detract from the proposed water storage and flood control facility or conflict with possible recreational uses considered for the mined-out quarry pits. However, this issue would be reevaluated in a BART to Livermore project EIR, if this alignment alternative is selected and the water storage and flood control facilities and recreational uses are in place at that time.

All study area land uses designated for resource management are identified in Figure 3.3-5 of the Draft Program EIR. The majority of land surrounding El Charro Road, from I-580 to the UPRR alignment, is designated for resource management in the *East County Area General Plan* (see page 3.3-31, paragraph 3).

If one of the El Charro alternatives is selected as the preferred alternative, BART will coordinate closely with Zone 7. Please refer to Response 12.12 for additional information regarding coordination and opportunities to review and comment on BART's future studies.

- 12.10 Zone 7 has primary control and responsibility for the majority of flood control structures and conveyances within the study area. In addition, the City of Livermore and City of Pleasanton are responsible for maintaining conveyance and capacity within unimproved drainages and storm drain systems within their jurisdiction. Additionally, the cities' floodplain administrators are responsible for local floodplain management; an overall program of corrective and preventive measures for reducing flood damage and preserving and enhancing, where possible, natural resources in the floodplain, including but not limited to emergency preparedness plans, flood control works, floodplain management regulations, and open space plans. As such, Zone 7 and the cities together serve to enforce floodplain development requirements, including fill, and maintenance of flood flow conveyance and attenuation. The first sentence in the first paragraph on page 3.8-10 in the Draft Program EIR is revised to clarify Zone 7's responsibilities and jurisdiction, as follows:

Flood control within the Livermore-Amador Valley area is primarily under the jurisdiction of Zone 7 which is responsible for the majority of flood control structures and conveyances in the study area, with the City of Livermore, and the City of Pleasanton providing local floodplain management and maintenance of unimproved drainage channels and storm drain systems within their jurisdictions.

- 12.11 The Livermore Flood Protection Improvements were mainly intended to reduce effects of fill associated with development in accordance with the El Charro Specific Plan, as stated in the Draft Program EIR (page 3.8-13, last paragraph). This includes the improvements mentioned by the commentor (the north overbank fill and the Jack London Boulevard overpass). However, these improvements would also affect other projects by altering the existing floodplain within the study area. Additionally, the Draft Program EIR notes that these improvements would also eliminate the spill over El Charro Road during a 100-year flood with levee failure (see page 3.8-14, first partial paragraph). The specific improvements selected to reduce flood hazards associated with development of the El Charro Specific Plan would have various effects on the local floodplain, as identified in the El Charro Specific Plan Draft EIR, Appendix F-2 Hydrology and Hydraulics: El Charro Specific Plan Area.

The Stream Management Master Plan (SMMP), when implemented, would also improve flood conveyance and reduce flood areas within the study area by removing sediment

within channels and routing flood flows to the Chain of Lakes. Text is added before the first paragraph on page 3.8-14 of the Draft Program EIR to incorporate a discussion of the SMMP, as follows:

The Zone 7 Stream Management Master Plan (SMMP)³⁷ includes a regional approach to flood control and management within the Livermore-Amador Valley area. The SMMP incorporates storage of flood flows within the Chain of Lakes area and sediment removal from critical reaches of the Arroyo las Positas, Arroyo Mocho, Alamo Canal, and Arroyo de la Laguna. With implementation of the SMMP regional storage approach, the floodplain areas along Stanley Boulevard, Kitty Hawk Road, and Airway Boulevard would be eliminated by diverting and containing floodwaters within the Chain of Lakes Detention System.³⁸ Detention of peak flows from Arroyo las Positas and Arroyo Mocho in the Chain of Lakes and the removal of sediment from critical reaches would also substantially reduce the predicted peak flows downstream of the Chain of Lakes and would substantially reduce the potential for flooding. Overbank flow from the Arroyo Mocho and Arroyo las Positas within the study area would be eliminated.³⁹

- 12.12 BART will continue to facilitate an environmental review, pursuant to the *CEQA Guidelines*, in which interested public agencies, organizations, and the general public may provide input to the extension planning and development process. All input on the Draft Program EIR, including that from Zone 7, will be considered by the BART Board when it selects a preferred alternative. Before the ultimate decision to proceed with a project, the preferred alternative will be subject to a project-level environmental analysis, which will consider the design, construction, and operation of the extension alternative in a level of detail greater than that provided in the Draft Program EIR. Please refer to Master Response 1 of this document, regarding the differences between a program- and project-level analysis. Like the Draft Program EIR, the project EIR will be subject to public review, at which time public agencies, organizations, and the general public may again submit comments related to the CEQA analysis of the project, including impacts on Zone 7 projects existing at that time. As is the case with this document, BART will respond to all comments related to the CEQA analysis at the project level.

BART acknowledges that Zone 7 owns land and stormwater and water supply facilities in the Chain of Lakes area, and that Zone 7 land holdings in the area will increase under the terms of LAVQAR. BART acknowledges that Zone 7 may own portions of property now owned by Rhodes & Jamieson at the time of future BART to Livermore planning or construction activities (please refer to Responses 12.1 and 12.8 of this document).

³⁷ RMC Water and Environment. 2006. Zone 7 Stream Management Master Plan. Prepared for Zone 7 August, 2006.

³⁸ RMC Water and Environment. 2006. Zone 7 Stream Management Master Plan. Prepared for Zone 7 August, 2006. p 4-10.

³⁹ RMC Water and Environment. 2006. Zone 7 Stream Management Master Plan. Prepared for Zone 7 August, 2006. p 4-11.

In response to the request that the Draft Program EIR state that the Chain of Lakes areas would be utilized in implementation of Zone 7's Stream Management Master Plan (SMMP), the following paragraph is added after paragraph 4 of page 3.8-9 of the Draft Program EIR:

In addition, the Chain of Lakes will play an integral role in the implementation of Zone 7's 2006 Stream Management Master Plan (SMMP). The SMMP is a regional flood-protection program that relies in part on using the mined-out gravel pits, deeded to Zone 7 under the terms of the Alameda County Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (see page 3.3-23), to detain stormwater. These stormwater detention facilities reduce the need for environmentally disruptive creek channelization. A number of these lakes have been completed, and others are scheduled to be available for use by Zone 7 over the next 10 to 20 years.

- 12.13 BART acknowledges that prior consultation with Zone 7 would benefit BART in preparing the Hydraulic and Hydrology Study and increase planning efficiency. Accordingly, Mitigation Measure HY-1.1 on page 3.8-42 and continuing to the top of page 3.8-43 of the Draft Program EIR is revised as follows:

HY-1.1 Engineer Storm Drain System to Accommodate Design Flows. BART shall prepare a Hydraulic and Hydrology Study for the entire project to determine runoff rates and durations for the existing and proposed drainage system discharging into any local drainage system or natural drainage feature. To ensure appropriate study criteria, BART shall consult with Zone 7, Caltrans, the cities of Livermore and Pleasanton, and Alameda County Clean Water Program (ACCWP) prior to preparation of the Hydraulic and Hydrology Study. BART shall submit the Hydraulic and Hydrology Study to Caltrans, the cities of Livermore and Pleasanton, Zone 7, SFBRWQCB and ACCWP for review. The jurisdictional agencies' engineering staff shall review the project drainage design. BART shall evaluate the comments and any proposed revisions for potential incorporation into the project design, as appropriate.

- 12.14 Implementation of the Livermore Flood Protection Improvements would alter the floodplains south of the Arroyo las Positas and adjacent to the Arroyo Mocho. However, within the study area, these improvements would primarily offset the floodplain fill for development in accordance with the El Charro Specific Plan, except for the elimination of spill over El Charro Road (El Charro Specific Plan Draft EIR, Appendix F-2 Hydrology and Hydraulics: El Charro Specific Plan Area). The Draft Program EIR mentions that modifications to floodplains by future improvements would occur (see pages 3.8-13, last paragraph, continuing to page 3.8-24). Until these improvements have been made and a Letter of Map Revision has been obtained from FEMA, the relevant floodplain for

identifying relative flood hazard impacts for the various alternatives is the existing FEMA Flood Insurance Rate Map. Therefore, analysis of Livermore Flood Protection Improvements on the alternatives' floodplain impacts is not warranted at this time. The project EIR would address improvements that exist at that time.

- 12.15 Figure 3.8-2 of the Draft Program EIR is revised to remove older data and more explicitly display the improvements to the Arroyo Mocho and Arroyo las Positas. See Section 6, Revisions to the Draft Program EIR, of this document for the revised figure.

The number of creek crossings, as noted in Table 3.8-5 footnote b on page 3.8-34 of the Draft Program EIR, includes all creek crossings, including multiple crossings of the same creek. These crossings were counted based on detailed engineering drawings of the alignments. Details, such as the multiple crossings of the Arroyo Mocho within the Chain of Lakes area, are not necessarily readily apparent at the scale of the figures in the Draft Program EIR. BART believes that the number of creek crossings is substantially accurate and provide the basis for comparison among alternatives at a programmatic level.

- 12.16 Figure 3.8-5 in the Draft Program EIR mislabels the Amador Subbasin; however, the correct name is identified in the legend. The text label on the figure is corrected on the updated version of this figure. See Section 6, Revisions to the Draft Program EIR, of this document for the revised figure.

- 12.17 If an alternative through the Chain of Lakes is selected, BART will coordinate with Zone 7's Real Property Division regarding access to the area, subject to encroachment permits or other applicable requirements.

- 12.18 In accordance with Zone 7's authority, a third bullet is added under the heading, "Other Applicable Regulations" on page 3.8-27 of the Draft Program EIR as follows:

- Easements and/or aerial easements may be required within the Zone 7 right-of-way

- 12.19 To more accurately depict Zone 7's authority regarding stormwater conveyance and flood channels within the Livermore-Amador Valley region, the first paragraph under Impact HY-CU-6 on page 3.8-56 of the Draft Program EIR is revised, as follows:

The Zone 7 manages stormwater conveyances and flood channels within the region and requires that activities within these channels, ~~including discharges of stormwater,~~ obtain an encroachment permit. Construction within the Zone 7 right-of-way would require Zone 7 approval and may require an easement.

BART will pay fees to which it is subject by applicable law.

The last sentence of the third full paragraph page 3.8-52 of the Draft Program EIR is deleted, as follows:

~~Additionally, Zone 7 manages stormwater conveyances and flood channels within the region and requires that activities within these channels, including discharges of stormwater, obtain an encroachment permit.~~

12.20 BART will coordinate with Zone 7 as the BART to Livermore program develops. A project-level design and environmental review will precede any draft construction plans. Zone 7 will have another opportunity to review the project at that stage regarding potential impacts to water system facilities.

To more accurately identify all Zone 7 pipelines in the project area that may be affected by the extension alternatives, the first sentence of the "Water Lines" bullet at the bottom of page 3.16-54 in the Draft Program EIR is revised, as follows:

Major Zone 7 pipelines within the study area include a 42-inch SWP water line that cuts across I-580 east of Arroyo las Positas ~~and~~; an 18-inch and a 24-inch casing that crosses I-580 west of Vasco Road; and the El Charro Pipeline that runs parallel to the I-580, and then runs south, parallel to El Charro Road.

Page 3.16-60, last paragraph, fifth sentence of the Draft Program EIR is revised, as follows:

These include two sanitary sewer lines that cross the proposed Downtown Livermore Station area, Livermore pipeline, and fiber optic lines that run north and south of North "I" Street.

Page 3.16-62, fifth paragraph, third and fourth sentences of the Draft Program EIR are revised, as follows:

Overhead utilities in this area include 21 kV lines that run parallel to Junction Avenue and to the north of the UPRR tracks, ~~and~~ Zone 7's Vasco Pipeline. Alternative 2a would therefore have potentially significant overhead and underground utility impacts associated with construction of the aerial segment.

Page 3.16-63, second full paragraph, fourth and fifth sentences of the Draft Program EIR are revised, as follows:

Known utilities within this segment include 21kV overhead electrical lines that run north and south of and parallel to the proposed tracks and Zone 7's El Charro water pipeline. Alternative 3a would therefore have potential utility impacts on overhead electrical lines and underground utilities.



Letter 13

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

100 NORTH CANYONS PARKWAY LIVERMORE, CA 94551 PHONE (925) 454-5000 FAX (925) 454-5727

January 21, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland, CA, 94612

Subject: BART to Livermore Draft Program Environmental Impact Report (DPEIR)

Dear Mr. Quint:

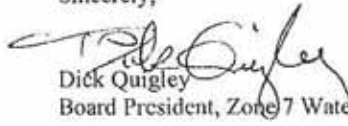
After careful review and consideration of the Draft Program Environmental Impact Report (DPEIR), the Zone 7 Board of Directors would like to raise the following concerns to your attention:

- 13.1 1.) The reclamation of the quarry area for the purposes of water management is the core function of the Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR, November 1981), which is the foundation plan for the Chain of Lakes. This Specific Plan should be reviewed for compatibility with any alignments considered through the Chain of Lakes area.
- 13.2 2.) Zone 7 currently owns Cope Lake and is slated to take ownership of Lake H in 2014. Zone 7's future use of these lakes could be impacted by the proposed alignment through the Chain of Lakes. The DPEIR should acknowledge the present and future ownership by Zone 7 of property along the proposed Chain of Lakes alignment.
- 13.3 3.) Accordingly, Zone 7 has existing and future facilities planned for the proposed alignment area. The DPEIR should acknowledge that close coordination with Zone 7 on the placement of BART facilities would need to happen prior to the selection a final alignment to prevent undue impacts to Zone 7's future water supply and stormwater management facilities. These facilities include such things as water supply pipelines, groundwater wells, lake-to-lake conduits, diversion structures, pump stations, and other flood protection facilities.
- 13.4 4.) The DPEIR has not adequately addressed the geotechnical concerns of slope stability at the Chain of Lakes. Mining activities in the quarry area have significantly altered the soil characteristics of the area. The use of pre-mining soils reports are invalid. Any project level CEQA document will need to explore these concerns in detail and should be seriously considered prior to selection of a final project alignment.

For these reasons, the Zone 7 Board of Directors opposes any alignment that travels through the Chain of Lakes area. The Board appreciates your attention to the aforementioned concerns and the opportunity to comment on the DPEIR. If you have any questions or comments, please feel free to contact Zone 7's General Manager, Jill Duerig for more information at 925-454-5016 or via e-mail at jduerig@zone7water.com. Additional technical comments on the DPEIR will be forwarded by staff.

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
January 21, 2010
Page 2 of 2

Sincerely,


Dick Quigley
Board President, Zone 7 Water Agency

Enclosure

cc: G.F. Duerig, Kurt Arends, Carol Mahoney

Letter 13 Alameda County Water Conservation District, Zone 7

- 13.1 Please refer to Response 12.8 of this document, regarding the Alameda County's 1981 *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation*.
- 13.2 Please refer to Response 12.1 of this document, regarding current and future Zone 7 land ownership in the Chain of Lakes area.
- 13.3 Please refer to Response 12.11 of this document, regarding consultation with Zone 7 prior to selection of a preferred alternative, and future development of any extension alternative through the Chain of Lakes.
- 13.4 Please refer to Responses 12.3 and 12.4 of this document for revisions to the soil data for the Chain of Lakes area. Also, refer to Master Response 3 for information on the engineering feasibility of constructing within the Chain of Lakes area. In addition, as discussed in Master Response 1, the Draft Program EIR evaluated the extension alternatives at a program level and more detailed engineering and environmental analysis would be included in the project-level EIR for the preferred alternative.



Letter 14

**COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY**
399 Elmhurst Street • Hayward, CA 94544-1307
(510) 670-5488

December 18, 2009

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612 BART 925/454-5005
info@barttolivermore.org

Comments: BART EXTENSION TO LIVERMORE dPEIR - SCH #2008062026

Dear Quint:

The County of Alameda Public Works Agency has reviewed your Draft Program EIR for the BART extension from Pleasanton to Livermore Project and has the following comments.

The San Francisco Bay Area Rapid Transit District (BART) has prepared this Draft Program Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA), for enhanced rail service in eastern Alameda County. Service is proposed to follow an alignment originating in the Interstate 580 (I-580) median, at the existing Dublin/Pleasanton BART Station, traveling eastward, to Pleasanton and Livermore through an area known as the Tri-Valley (see Figure S-1). Nine different alignment, station, and maintenance facility combinations have been defined, all of which are either completely contained within the I-580 median, or diverge from the I-580 median and pass southeasterly through portions of the City of Livermore to the existing Altamont Commuter Express (ACE)/Union Pacific Railroad (UPRR) or the Southern Pacific Railroad (SPRR) corridors. The extension would serve to:


- alleviate congestion on I-580, especially during the heavy commute hours between the Central Valley and the San Francisco Bay Area across the Altamont Pass;
- provide intermodal connections to the ACE regional rail system that links Stockton with San Jose through the Tri-Valley area and the east side of San Francisco Bay; and

14.1

The program EIR presented 9 alternatives for public comments prior to deciding on a preferred alignment. The Public Works Agency commends BART in advancing the construction of this phase of the BART system. The Agency will appreciate the opportunity to review and comment on the details of the preferred alternative at such time that it is made available to the public.

Thank you for the opportunity to comment on these documents and include the Agency on your mail list. Contact me if you have further questions.

Yours truly,


Kwablah Attigbe
Environmental Services Manager

BART to Livermore Programmed EIR 12/18/09

"To Serve and Preserve Our Community"

Letter 14 County of Alameda Public Works Agency

- 14.1 The Draft Program EIR analyzes nine different alignments for a potential BART extension to Livermore, and a tenth alternative (Alternative 2b) has been added in this Final Program EIR. BART staff, in conjunction with other responsible agencies, is in the process of assessing the merits of the various alignments. Ultimately, the BART Board of Directors will determine which alignment will be the preferred alternative. Following selection of the preferred alternative, a project-level EIR analysis would be conducted on the preferred alternative. This would provide an opportunity to review and comment on the details of the preferred alternative.

Letter 15



"Joel Kinnamon"
<JKinnamon@clpccd.org>
01/20/2010 04:58 PM

To <info@barttolivermore.org>
cc "Audrey Ching" <AChing@clpccd.org>, "Joel Kinnamon"
<JKinnamon@clpccd.org>, "Laura Weaver"
<LGWeaver@clpccd.org>, "Mary Hargiss"
bcc

Subject Chabot-Las Positas Community College District (Public
Agency Comments)

History: This message has been replied to.

Chabot-Las Positas Community College District Comments Regarding
Draft Environmental Impact Report for BART-to-Livermore

Draft Environmental Impact Report (DEIR) for BART-to-Livermore and its
relevancy to students attending Las Positas College.

First, I want to say that Chabot-Las Positas Community College District (CLPCCD) is in support of expanding BART to Livermore. This extension is a significant project designed to increase mobility along a corridor that is highly congested.

Transportation by our students, faculty, and staff both to and from our sites accounts for approximately 71 percent of the District's total greenhouse gas emissions. CLPCCD is a signatory on the American College and Universities Presidents' Climate Commitment, where it has pledged to reduce its greenhouse gas emissions and convenient and accessible public transportation is required to meet this commitment.

Las Positas College has committed to reduce greenhouse emissions and become "carbon – neutral." Key projects include one Megawatt of Solar and a state-of-the-art co-generation plant. Public transportation is critical to the College as it grows from serving over 9,000 commuter students to a forecasted 15,000 by the year 2015.

15.1

While there are pros/cons for each BART station site, it is apparent that locating a station at Isabel/I-580 would serve those coming to Las Positas College. Individuals travelling from the Peninsula and other distant communities, to take advantage of academic program expansions that meet regional occupational needs, would also benefit from this station location.

The Isabel/I-580 site has a number of advantages, including cost, that should

15.1
cont.

clearly support siting a station close to the College. The District has been operating with the understanding that the long-term plan included a nearby BART station to serve the students that match the demographic using BART.

Conclusions

The following alternatives clearly support the students and community for access to Las-Positas College:

- Alternative 1 Greenville East
- Alternative 2 Las Positas
- Alternative 3 Portola
- Alternative 4 Isabel/I-580

On behalf of our Trustees, students, faculty and staff - I thank you for your consideration.

Sincerely,
Joel L. Kinnamon

Joel L. Kinnamon, Ed.D.
Chancellor
Chabot-Las Positas Community College District

Phone: 925.485.5206
Fax: 925.485.5256
Email: jkinnamon@clpccd.org

Letter 15 Chabot-Las Positas Community College District

- 15.1 This comment concerns the merits of individual project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.



Letter 16

CITY OF DUBLIN

100 Civic Plaza, Dublin, California 94568

Website: <http://www.ci.dublin.ca.us>

December 17, 2009

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 16th Floor
 Oakland, CA 94612

Dear Mr. Quint:

16.1 This letter is sent to comment on the Draft Program Environmental Impact Report for the BART to Livermore Project. The City of Dublin supports the evaluation of various alternatives and looks forward to participating in further analysis of the project. It was noted that all contiguous property owners were sent notices on the availability of the document, and the City would like notification to continue to the affected property owners throughout the process.

16.2 In addition, there is a large concrete box culvert adjacent to I-580 from just east of the new Lowe's building site to Fallon Road that will need to be taken into consideration when considering any alternative that would widen the I-580 corridor at this location. Plans for the box culvert are available at the Public Works Department, 100 Civic Plaza, Dublin.

Thank you for the opportunity to review the Draft Program Environmental Impact Report. If you have any questions, please contact Ferd Del Rosario at (925) 833-6630.

Sincerely,

Melissa A. Morton
 Public Works Director

MM/mb

cc: Chris Foss, Assistant City Manager
 Jeri Ram, Community Development Director
 Ferd Del Rosario, Senior Civil Engineer

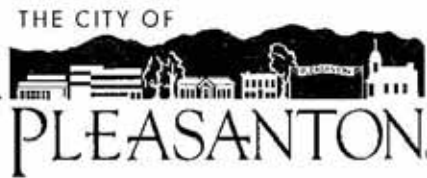
G:\CORRESPONDENCE, STAFF MISC\Melissa\LETTERS, outside\lr Quint BART 121709.doc

Area Code (925) • City Manager 833-8650 • City Council 833-8650 • Personnel 833-8605 • Economic Development 833-8660
 Finance 833-8640 • Public Works/Engineering 833-8630 • Parks & Community Services 833-8645 • Police 833-8670
 Planning/Code Enforcement 833-8610 • Building Inspection 833-8620 • Fire Prevention Bureau 833-8606

Printed on Recycled Paper

Letter 16 City of Dublin

- 16.1 As part of the scoping process for the Draft Program EIR, notification was mailed to all property owners within one-half mile of any of the nine alignments. In addition, notification on the availability of the Draft Program EIR, public comment period, and public hearings, as well as a follow-up notification about the extension of the public comment period and additional hearings were mailed to the property owners within one-half mile of any of the nine alignments. BART does not anticipate another mailing of the same magnitude as these mailings. However, BART will continue to provide public notification of the environmental process through newspaper notices and on its website. In addition, BART will notify those who commented on the Draft Program EIR by regular mail or email when the Final Program EIR is available for public review.
- 16.2 BART appreciates the cooperation of the Dublin Public Works Department. Engineering for the preservation or relocation of existing facilities would be conducted at the project-level design phase.



Letter 17

January 19, 2010

Malcolm Quint
 Manager of Travel Demand Planning
 Bay Area Rapid Transit District
 300 Lakeside Drive
 16th Floor
 Oakland, CA 94612

Dear Mr. Quint,

17.1

Through the years Pleasanton has had an official policy of encouraging the BART extension to Livermore. This was memorialized in Policy 12 of our 1996 General Plan which states "Encourage the extension of BART from Pleasanton to Livermore following the I-580 alignment." (See 1996 Pleasanton General Plan, p. III-15 /Policy 12) In addition, Policy 18 of our current 2005 -- 2025 General Plan contains similar language indicating our encouragement of BART to Livermore and beyond. (See 2005-2025 Pleasanton General Plan p. 3.52/ Policy 18)

Notwithstanding Pleasanton's long standing and public support for a BART to Livermore extension, Pleasanton is opposed to any BART to Livermore Extension that runs on, over or below El Charro Road or through the Chain of Lakes areas that are within Pleasanton's sphere of influence. These include alignment alternatives 1a, 1b, 2a, 3a, and 5 included in the DEIR. (See Figure S-3 of the BART to Livermore Extension DEIR) This opposition is based on environmental concerns as set forth in the City's DEIR comment letter dated January 21, 2010, and the overall impacts these alignments would have on the City's current and long term planning process for Staples Ranch and the Chain of Lakes area. In addition, Pleasanton is opposed to any alignment that includes elevated/aerial structures in I-580 that are adjacent to residential and commercial properties located in the City of Pleasanton. In view of this opposition and the issues outlined in our DEIR comment letter, Pleasanton requests BART remove the above stated alignments from the EIR planning process and direct its resources to the other alignments included in the DEIR or new alignments that have emerged during the DEIR public process that address Pleasanton's concerns and help meet the City of Livermore's goals.

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

123 Main Street

City Manager
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 Fax: 931-5482

City Attorney
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 Fax: 931-5482

Economic Development
 157 Main Street
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 Fax: 931-5476

City Clerk
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 Fax: 931-7192

17.1
cont.

Page 2
Mr. Quint
January 19, 2010

Pleasanton remains committed to facilitating the expansion of BART to Livermore, whether such expansion includes stations adjacent to I-580, in downtown Livermore or in other Livermore locations. Further, Pleasanton understands and respects that station location is a matter to be resolved primarily between BART and the City of Livermore. However, what eventually is resolved between BART and the City of Livermore must be mindful of the environmental and planning impacts that the extension would have on Pleasanton residents, planning in Pleasanton, well as impacts to the existing BART Pleasanton/Dublin BART station. As such, Pleasanton is available to assist BART, as well as the other effected entities, in developing a strategy to extend BART to Livermore utilizing feasible route alternatives identified in the DEIR and that have emerged during the public comment process that do not involve impacts on Pleasanton residents and planning.

Thank you for your consideration.

Sincerely



Nelson Fialho
City Manager

c: Pleasanton Mayor and City Council
Scott Haggerty, Supervisor
John McPartland, BART Board of Directors
Linda Barton, City Manager for City of Livermore
Steven Bocian, Assistant City Manager
Jonathan Lowell, City Attorney
Mike Tassano, Traffic Engineer

Letter 17 City of Pleasanton

- 17.1 Master Responses 3 and 4 of this document address issues related to the potential impacts the various BART alignments could have on the Chain of Lakes and Staples Ranch, respectively. These issues also are discussed in responses to Comment Letter 18. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

Letter 18



January 21, 2010

VIA HAND DELIVERY

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 16th Floor
 Oakland, CA 94612

Re: Response to BART to Livermore Extension Draft Environmental Impact Report

Dear Mr. Quint:

This letter serves as the City of Pleasanton's ("Pleasanton") comments to the BART to Livermore Extension Draft Environmental Impact Report (herein referred to as the "DEIR").

I. INTRODUCTION

18.1

We preface this letter by reaffirming Pleasanton's commitment to supporting a BART extension to Livermore. Through the years, Pleasanton has had an official policy of encouraging the BART extension to Livermore in its planning. (See, e.g., 1996 Pleasanton General Plan, p. III-15, Policy 12, [excerpts from the 1996 Pleasanton General Plan are attached hereto as Exhibit A].) More recently, Pleasanton, in conjunction with the Cities of Dublin and Livermore, and Alameda County, completed the "Tri-Valley Triangle Study," which investigated several new regional improvements to alleviate freeway congestion and ways in which to fund those improvements. One of the priority projects identified by that study was the preservation of the right of way of the I-580 median for BART extension. (See 2005-2025 Pleasanton General Plan, p. 3-28, [excerpts from the 2005-2025 General Plan are attached hereto as Exhibit B].) Based on Pleasanton's collaboration with its regional partners, and based on long standing BART extension plans, Pleasanton assumed that any BART extension to Livermore would run through the I-580 median.

Moreover, for over twenty years, Pleasanton has planned for development in the area just south of I-580 and just west of El Charro Road, commonly referred to as Staples Ranch. Specifically, Staples Ranch refers to the proposed development located in the Stoneridge Drive Specific Plan Area, just south of I-580 and west of El Charro Road. Staples Ranch is not located within Pleasanton, but has been planned for development and annexation into Pleasanton since 1989. Staples Ranch is within Pleasanton's Sphere of Influence, Urban Growth Boundary, and General Plan Planning Boundary. A Specific Plan Amendment for Staples Ranch was approved in February 2009 and allows for the development of a 37 acre auto mall, a 45 acre senior continuing care community, 800 senior housing units and a health care center with skilled nursing, assisted living, and Alzheimer's care, an 11 acre commercial development, and a 17 acre City community park adjacent to El Charro Road and Stoneridge Drive that could include a public four rink ice skating facility, a playground, open space, trails, and other amenities, regional trail connections, and finally, a five acre site for a joint neighborhood park/storm water detention basin. (Pleasanton Resolution No. 09-268*, attached hereto as Exhibit C.)

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

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Mr. Malcom Quint
January 21, 2010
Page 2

- 18.1 cont. In light of the momentum to extend BART to Livermore through the I-580 median, Pleasanton was taken aback when the DEIR identified five alternative extensions, Alternatives 1a, 1b, 2a, 3a and 5, that would diverge from the I-580 median to run along El Charro Road (collectively referred to as "El Charro Road Alternatives"). (See DEIR, Figures S-3.) These alternatives would impose a significant impact on Staples Ranch. Also, the inclusion of elevated/aerial BART tracks and structures along El Charro Road, which was neither presented nor anticipated by Pleasanton, could significantly impact existing residential neighborhoods adjacent to Staples Ranch. Moreover, although Pleasanton understands that the City of Livermore and BART have an interest in a downtown Livermore station, nonetheless, we were equally surprised that all but one of the studied alignments utilize El Charro Road to reach the downtown destination. There are more appropriate alignment options to the east, including Portola Avenue, which were not evaluated as alternative alignments in the DEIR.
- 18.2
- 18.3 Pleasanton also takes issue with the DEIR's identification of Alternative 2a as the environmentally superior alternative. Alternative 2a, as well as the other El Charro Road Alternatives, have the potential to cut through Staples Ranch, causing significant environmental impacts that are not adequately addressed in the DEIR. And even if the alignment of the selected alternative does not cut through Staples Ranch, a BART extension alternative running adjacent to Staples Ranch on El Charro Road, or on elevated tracks in the I-580 median, still has the potential to significantly impact Staples Ranch. Despite the close proximity of an El Charro Road Alternative to Staples Ranch, the DEIR fails to adequately analyze the impacts of such an alternative on Staples Ranch. For this reason discussed in further detail below, Pleasanton strongly disagrees with the conclusion that Alternative 2a is the environmentally superior alternative and with the DEIR's analysis to the extent that it has omitted an adequate analysis of impacts to Staples Ranch.
- 18.4 Notwithstanding the issues raised in this letter concerning the inadequacy of the DEIR, and Pleasanton's longstanding support for the BART extension to Livermore, Pleasanton is opposed to any BART extension that runs on, over or below El Charro Road, or through the Chain of Lakes areas that are within Pleasanton's sphere of influence, namely, the El Charro Road Alternatives. This opposition is based on environmental concerns as set forth in this letter, the overall impacts these alignments would have on the City's current and long term planning process, and the impact on existing and planned development anticipated for Staples Ranch and the Chain of Lakes area. In addition, Pleasanton is opposed to any alignment that includes elevated/aerial structures in I-580 that are adjacent to residential and commercial properties located in the City of Pleasanton. In view of this opposition and the issues outlined in this letter, Pleasanton requests BART to remove the El Charro Road Alternatives from the environmental review planning process. Removal of these alternatives would better serve the needs of BART riders, and the interests of the City of Livermore, by directing its resources to the other alignments included in the DEIR or new alignments that have emerged during the DEIR public process.

Mr. Malcom Quint
January 21, 2010
Page 3

II. DISCUSSION

A. Selection of the Environmentally Superior Alternative Should Be Based on the Significance of the Impacts, Not on How Well an Alternative Furthers BART's Goals.

The DEIR selects Alternative 2a, one of the El Charro Road Alternatives, as the environmentally superior alternative. The justification is that Alternative 2a results in the greatest reduction in vehicle miles traveled ("VMT") per day, which, in turn, offers the greatest benefits to air quality, energy savings and reductions in greenhouse emissions. (DEIR, p. 4-11.) By using the reduction of VMT, however, the DEIR selects the environmentally superior alternative based on furtherance of program objectives, not on the least impact to the environment. And in this case, the greatest reduction in VMT does not necessarily correlate to the alternative that has the least impact. As the DEIR notes, the impacts of Alternative 2a are potentially significant in the Downtown Livermore area. (DEIR, p. 4.11.) More importantly, of concern to Pleasanton are the significant impacts that Alternative 2a (and any of the other El Charro Road Alternatives) would have on Staples Ranch, which are ignored in the DEIR.

18.5

I. The greatest reduction in VMT does not correlate to the least significant impact on the environment.

The DEIR overemphasizes the significance of a reduction in VMT. The extent of the overemphasis becomes clear when the reduction of the VMT attributable to an alternative is placed in context of the entirety of the miles traveled. The VMT is based on miles traveled in both Alameda County and San Joaquin County. Under the No Project Alternative, the *total* VMT is 306,704,479. Accordingly, placing the reduction of 860,211 VMT achieved by Alternative 2a in context of the entire VMT, Alternative 2a represents only a .28% reduction in VMT. (See the attached Exhibit D.) The alternative with the least impact on reduction of VMT is Alternative 4. In running a similar comparison with Alternative 4, it represents a reduction of .13% in VMT. (*Ibid.*) There is nothing in the DEIR to suggest that the difference between .28% (the greatest reduction of any of the alternatives) and .13% (the least reduction of any alternatives) is significant or that the model is able to maintain accuracy to one tenth of a percent for route selection. Moreover, we are not aware that there are any studies that would demonstrate that this small difference is significant. Similarly, without evidence in the DEIR (or the model) that the difference in VMT is significant, the DEIR's conclusion that because Alternative 2a offers the greatest reduction in VMT, it, therefore, offers the greatest air quality benefits, energy savings and reductions in greenhouse emissions, is also undermined.

2. Inadequacies in the transportation analysis suggest that Alternative 2a may not even further BART's goals the greatest.

18.6

CEQA Guideline 15125(a) provides that impacts are analyzed against current existing conditions. However, instead of analyzing the impact on existing conditions, the analysis of the transportation section tends to leap back and forth between current existing conditions and 2035 conditions, and rolls its cumulative impact analysis into the main analysis, which tends to be confusing.¹ For example, as is standard practice, the DEIR identifies several existing key intersections and their current level of service ("LOS"). (See, e.g., DEIR, pp. 3.2-80-100.) Instead of using the existing LOS as the baseline for measuring the impact, however, the DEIR uses projected LOS in 2035, which, in effect, is using the no project alternative as the baseline.

¹ This comment is applicable to other sections. (See, e.g., DEIR, pp. 3.10-60 (noise and vibration); 3.11-23-24, 3.11-28 (air quality); 3.15-10-11, 3.15-13 (energy).)

Mr. Malcom Quint
January 21, 2010
Page 4

18.6
cont.

(See, e.g., DEIR, p. 3.2-1.) The DEIR then conveniently concludes that because the baseline for measuring impact is the year 2035, the analysis is a cumulative analysis. (DEIR, p. 3.2-155-156 ("The preceding transportation analysis incorporates these other planned projects...and therefore, is a cumulative analysis.")) The confusion sets in, however, because although the DEIR uses an environmental condition baseline of 2035, it assumes that the current land use will stay the same, which is not a reasonable assumption over a twenty-five year period.

a. The overall station demand is skewed.

One effect of analyzing under 2035 conditions, but assuming current land use conditions, is to skew the overall station demand. For example, the demand for the proposed Greenville station is likely underestimated because currently, the land use surrounding the station is agricultural. (DEIR, p. 3.3-29.) However, as the DEIR states, "location and intensity of growth would likely shift to take advantage of the BART extension." (DEIR, p. 4-5.) Indeed, this shift in intensity has already been planned and is adopted in the City of Livermore's General Plan. (City of Livermore's General Plan, pp. 3-23, 3-42, 3-43, Figure 3-8, 3-90, [excerpts of the City of Livermore's General Plan are attached hereto as Exhibit E].) Even though the proposed Greenville station is just within the City of Livermore's Urban Growth Boundary, assuming the boundary did not change, it is foreseeable that growth along the Boundary would intensify, increasing demand at the proposed Greenville Station. (*Ibid.*) Because shifts in growth impact transportation corridors, the DEIR appears not to heed the appeal of the Greenville Station that, in turn, affects the analysis of the impacts of the different alternatives.

18.7

Illustrating the skew in station demand is the walk rate for the Greenville Station. The DEIR shows a walk rate of 5% for the Greenville Station for Alternative 1, assuming current land use continues through 2035. (DEIR, p. 3.2-57.) However, if the DEIR accounted for the fact that land use within the City of Livermore's Urban Growth Boundary would change to take advantage of the nearby BART station, the walk rate could be closer to 18% at the Greenville Station for Alternative 1, which is the current walk rate for the existing Dublin/Pleasanton station. (*Ibid.*)

Similarly, the "attraction value" of a Downtown Livermore station and a Vasco Station is skewed because it does not consider change in growth patterns. Currently, the area surrounding the Vasco Station is zoned light industrial. (DEIR, p. 3.3-29.) Based on this use, the DEIR concludes that the Vasco Station creates higher off peak demand, which has a lower impact on the core BART system. (DEIR, p. 3.2-59.) First, as an initial matter, the DEIR should focus on the environmental impact of creating a higher off peak demand, not simply on the impact of BART's core system. If the DEIR were focusing on the environmental impact, then the issue of whether the off-peak demand at the Vasco Station impacts the congestion of I-580 should be addressed. Second, if the DEIR were to take into account that growth near the Vasco Station would change to take advantage of a BART station, then its peak demand would increase, thus eliminating the station's benefit to BART's core system, and its attraction. Simply put, the demand at the Vasco Station could equalize to that of the other stations if BART takes into account that growth patterns may change to take advantage of the Vasco Station.

Station demand may also change if the impacts of the BART Extension alternatives on existing UP Commuter Access Principles were addressed now, and not deferred to a project-level analysis. The DEIR anticipates that compliance with the UP Commuter Access Principles would require the shift of some of the BART Extension alternatives, which has the potential to impact pedestrian and bicycle travel, and routes for transit services. (DEIR, p. 3.2-155.) Any impact to these transportation modes, especially transit services, has the potential to change the ultimate outcome of VMT, which serves as the ultimate benchmark for comparing the alternatives.

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- 18.7 cont. (DEIR, p. 4-11.) For example, both Alternative 2 and 2a have the Vasco Station as a terminal station. Yet the walk rate at the Vasco Station differs between the two. With Alternative 2, the walk rate to the Vasco Station is 3% compared to 0% with Alternative 2a. For this reason, the impacts on the UP Commuter Access Principles should be analyzed now.
- b. The analysis concerning ACE transfers is inconsistent.**
- 18.8 Likewise, inconsistencies in the analysis concerning ACE transfers should be rectified to achieve an adequate analysis. As an initial matter, Alternative 1a does not provide for an ACE transfer at the Greenville Station. It is unclear why Alternative 1 would have an ACE transfer at Greenville, but not Alternative 1a. If Alternative 1a was to have an ACE transfer, it could potentially provide a greater reduction in VMT with this route because commuters could board BART at an earlier stop. (See DEIR, pp. 3.2-133-134.)
- 18.9 Furthermore, the ACE transfer numbers appear inconsistent with the general principle that people prefer BART over ACE because BART runs faster. (DEIR, p. 3.2-134.) For example, Alternative 2a shows 4000 riders transferring from ACE at a Downtown Livermore Station, but only 900 at the Vasco Station. (DEIR, p. 3.2-136.) However, based on the foregoing principle, it appears the demand should be reversed with more individuals transferring at the Vasco Station, instead of a Downtown Livermore Station, to take advantage of BART's shorter commute times. Yet another inconsistency is identified by comparing Alternative 3 to Alternative 3a. Both Alternative 3 and Alternative 3a have the Downtown Livermore station as the first available transfer point from ACE to BART. The DEIR shows Alternative 3a to have a higher number of ACE transfers compared to Alternative 3. (DEIR, p. 3.2-136-137.) However, BART travel time under Alternative 3 is longer than Alternative 3a, which would suggest a larger transfer for Alternative 3. Accordingly, the numbers for ACE transfers under different scenarios are inconsistent with commuters' preference of BART over ACE.
- c. The DEIR does not consider all impacts on the existing Dublin/Pleasanton Station.**
- 18.10 The transportation analysis also omits addressing the parking impact on the existing Dublin/Pleasanton station under the Downtown Livermore Station Alternatives. (DEIR, p. 3.2-139.) To mitigate the parking supply shortfall at a Downtown Livermore Station, the DEIR proposes additional parking at stations that are further east of a Downtown Livermore Station, assuming spillover demand will travel east in search of parking. (DEIR, p. 3.2-143.) However, such a conclusion is premised on an unreasonable assumption. Driving east only to travel west on BART would add to an individual's commute time. The more reasonable assumption is that commuters would drive further west, in the direction of their ultimate destination, to the existing Dublin/Pleasanton station in search of parking. The DEIR, however, does not address the impact of the spillover demand on the existing Dublin/Pleasanton station, which is likely to create a significant impact. Even without the spillover demand from a Downtown Livermore Station, the DEIR shows that additional spaces are required at Dublin/Pleasanton. (DEIR, p. 3.2-56.) Adding the constrained parking shortfall created by a Downtown Livermore Station, the new spaces required at the Dublin/Pleasanton station would nearly double the current total number of spaces. (*Ibid.*) Accordingly, the DEIR should address the impact of the Downtown Livermore Station Alternatives on parking at the Dublin/Pleasanton station, and identify mitigation measures. To the extent that other portions of the transportation analysis rely on the assumption that all spillover demand will travel east, those portions should be revised to account for spillover demand traveling west to the existing Dublin/Pleasanton station. The revised analysis should also include a discussion on the impact to the Stoneridge Drive Extension (discussed in further detail below).

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18.10
cont.

Pleasanton notes that some of the weaknesses in the transportation analysis, in turn, may weaken the other analyses that rely on the transportation analysis. (See, e.g., DEIR pp. 3.10-60-3.10-65 (noise and vibration), 3.11-23-24, 3.11-26-28 (air quality); and 3.15-10-11, 3.15-13 (energy).) Of particular concern to Pleasanton is the unknown impact of the BART extension alternatives on residences west of El Charro Road under existing conditions, and the cumulative impact of the BART extension alternatives on foreseeable development, such as Staples Ranch, and on traffic on the Stoneridge Drive Extension (discussed below).

B. BART Should Not Delay Analyzing the Program's Impact on Staples Ranch if BART Does Not Abandon the El Charro Road Alternatives.

We believe the El Charro Road Alternatives are infeasible and that BART, in response to concerns that Pleasanton and many others have expressed, may soon abandon the El Charro Road Alternatives. If, however, BART decides not to abandon all of these Alternatives, then the Program's impact on Staples Ranch and surrounding areas must be analyzed now for the reasons expressed below.

We note that BART anticipates further impact analysis at the project level. (See, e.g., DEIR, pp. 1-3 ("At a later date, BART intends to prepare a project-level EIR before making the decision whether to construct a project."); see also *id.* p. S-8.) Nonetheless, while it may be appropriate to defer some analysis to subsequent project-level review, deferral of the analysis of the impact on Staples Ranch, and on the existing residential neighborhoods adjacent to Staples Ranch, would be inconsistent with the DEIR's goal to "provide an overview of potential environmental impacts associated with different alignments and station locations which will allow BART to refine station choices during subsequent, more detailed planning, and to begin the process of protecting the right-of-way for future development of a transit system and releasing funds." (DEIR, p. 1-3; see also *id.* S-8.) Acquisition of property to secure the right of way will essentially commit BART to a particular route, including the precise alignment of that route. Because of this reason, the analysis of the impact to Staples Ranch, especially with respect to the El Charro Road Alternatives, should be conducted now. (See *Laurel Heights Improvement Association v. Regents of University of California* (1988) 47 Cal.3d 376, 396.)

18.11

C. Selection of an El Charro Road Alternative Will Have a Significant Impact on Staples Ranch.

Perhaps the overall insufficiency of the analysis on the impact on Staples Ranch stems from the DEIR's conclusion that there are no incompatibility land use issues between the proposed extensions and Staples Ranch because "proposed project alignments would adhere to the same transportation corridors that currently form boundaries between the plan areas themselves." (DEIR, p. 3.3-62.) However, the DEIR also concedes that the exact alignment is unknown, which means the impact to Staples Ranch could be significant. It could cut through Staples Ranch potentially causing displacement of the senior continuing care community, or any other businesses located in Staples Ranch. For example, in the population and housing section, there is no discussion as to how the El Charro Road Alternatives may impact Staples Ranch, specifically its senior continuing care community. Accordingly, the population and housing section should identify a potentially significant impact on Staples Ranch. Likewise, the other analyses that are premised on the conclusion that there are no land use incompatibility issues (i.e., visual quality and noise and vibration) should be revised to correct for this inconsistency.

18.12

Nonetheless, even if the aerial structures for the El Charro Road Alternatives do not cut through Staples Ranch, they could have a potential significant impact as discussed in further detail below.

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1. Transportation (Section 3.2):

18.13 As part of the Staples Ranch planning process, Pleasanton plans in the future to extend Stoneridge Drive from its current eastern terminus just east of Trevor Parkway to El Charro Road ("Stoneridge Drive Extension"). The DEIR identifies the Stoneridge Drive Extension as a "significant and necessary part[s] of Pleasanton's local circulation system." (DEIR, p. 3.2-36.) Despite its significance, the DEIR does not address how the BART Extension alternatives may impact a major arterial in Pleasanton. (See Exhibit B, Pleasanton General Plan, pp. 3-26-27 [identifying Stoneridge Drive as a major arterial].) In light of the fact that five of the nine alternatives have a Downtown Livermore Station with insufficient parking, for passengers who would be traveling west (and most would be), it is reasonable to assume that riders would drive west via the Stoneridge Drive Extension to the next BART station with parking, which is the existing Dublin/Pleasanton station. (DEIR, p. 3.2-139.) However, the DEIR assumes that riders would drive east, only to travel further west on BART, which is illogical. (See, e.g., DEIR, p. 3.2-143.) As acknowledged, the extensions and addition of stations can create significant impacts on arterials and intersections due to the increase in vehicles traveling to and from stations. (See e.g., DEIR pp., 1-12, 3.2-46.) Yet there is no discussion of the potential impact of the BART Alternative Extensions, coupled with the cumulative impact of foreseeable development, such as Staples Ranch, on the Stoneridge Drive Extension.

2. Visual Quality (Section 3.5):

18.14 All of the El Charro Road Alternatives will have a significant impact on visual quality. The DEIR states that the aerial structure will be "noticeable alongside El Charro Road which is sparsely vegetated and surrounded by flat quarry land of low visual quality where there are virtually no existing structures." (DEIR, p. 3.5-25.) Despite describing the aerial structure as "obtrusive," it concludes that the impact is of no significance because it is an area of low "visual quality." (DEIR, p. 3.5-25.)

18.15 The DEIR's conclusion, however, is inconsistent with the studies commissioned by Pleasanton. BART's own consultants, PBS&J, previously have found any development in the Staples Ranch area would result in a significant impact on the visual quality because of the lack of development in the area. (Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR, pp. 3.1-11-3.1-24, 4-6. [excerpts from the Specific Plan Amendment/Staples Ranch EIR are attached as Exhibit F].) Therefore, the introduction of BART's aerial structure will have a significant impact on visual quality on the existing conditions. Importantly, assuming the build-out of Staples Ranch, the aerial structure would have a cumulative significant impact on the views from the community park at Staples Ranch, the Arroyo Mocho regional trail, the planned sidewalks along El Charro Road and Stoneridge Drive, the planned continuing care residential community, and the planned trail through the quarry area, all of which are considered sensitive receptors by the DEIR. (*Ibid.*; see also 3.5-10 (defining sensitive receptor).) Similarly, for these same reasons, the DEIR should find a significant impact on the planned open space in East Pleasanton and the Chain of Lakes as contemplated by the Water Management and Recreation section in Pleasanton's Conservation and Open Space Element. (See Exhibit B, Pleasanton General Plan, pps. 7-18-19, 22-24, 29-31, 35-36.)

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3. Noise and Vibration (Section 3.10):

18.16 The DEIR states that: "sensitive receptors need to be recognized to describe the impacts of the BART extension alternatives." (DEIR, p. 3.10-12.) Sensitive receptors include residences, hospitals, schools, and outdoor recreation areas. (*Ibid.*) The DEIR then refers the reader to Figures 3.3-2, 3.12-2 and Table 3.10-2 to describe the sensitive receptors that may be affected by the BART alternative extensions. The DEIR, however, does not identify sensitive receptors at Staples Ranch, which include up to 800 senior residential units, plus a senior health care center, the community park with a playground, and the planned neighborhood park. (See Exhibit F, Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR, pp. 2-13-2-34.) Other sensitive receptors excluded from the impact analysis include existing residences adjacent to I-580, such as those on Kircaldy Drive, an existing childcare center by Pimlico (see Exhibit B, Pleasanton General Plan, pp. 11-18-19 [map depicting Pimlico], the Fairlands, Meadows and Owens Plaza parks (See Exhibit G, Parks Map, Pleasanton Parks and Community Services), and the open space areas and planned trails in the quarries contemplated by the Water Management and Recreation section in Pleasanton's Conservation and Open Space Element (See Exhibit B, Pleasanton General Plan, pp. 2-14, 7-22, 7-24, 7-35 (Programs 4.2, 4.3.)). Accordingly, Table 3.10-9 (DEIR, p. 3.10-24) should be revised to include noise and vibration impacts to these sensitive receptors. Likewise, the corresponding Figures 3.10-7, 3.10-8, 3.10-10, 3.10-11 and 3.10-14 should also be revised.

18.17 Furthermore, the building of sound walls, as suggested by the DEIR, does not appear to be a feasible mitigation measure for Staples Ranch. (DEIR, p. 3.10-71-72; see also 3.10-65.) Although the DEIR does not specify how tall the BART aerial structures would be, presumably, they would be approximately forty feet. Given the proximity of Staples Ranch to the aerial structure, any sound walls, at a minimum, would have to be the same height as the aerial structure. Thus, any sound walls would be visually unsightly and inconsistent with Pleasanton's General Plan policies regarding gateways, which require sensitivity to aesthetic considerations in areas adjacent to Pleasanton's entryways. (See Exhibit B, Pleasanton General Plan, p. 12-18 [Policy No. 7]; Program 7.2)

4. Air Quality (Section 3.11):

18.18 Similar to the Noise and Vibration analysis, the Air Quality analysis does not address the impacts to the sensitive receptors at Staples Ranch, which include the 800 senior residential units, plus a senior health care center, the community park with a playground, and the planned neighborhood park. This section further fails to include an existing childcare center by Pimlico and the Fairlands, Meadows and Owens Plaza parks. It also fails to address the impact on planned open space in East Pleasanton and the Chain of Lakes as contemplated by the Water Management and Recreation section in Pleasanton's Conservation and Open Space Element. (See Exhibit B, Pleasanton's General Plan, pp. 2-14, 7-22, 7-24, 7-35 [Programs 4.2 and 4.3].)

5. Omitted Mitigation Measure:

18.19 One potential solution to mitigate, and perhaps eliminate, some significant impacts of the El Charro Road Alternatives on Staples Ranch would be to move the alignment of the El Charro Road Alternatives further east. By moving the alignments east, impacts to the sensitive receptors at Staples Ranch, i.e., the 800 senior residential units, the senior health care center, the community park with a playground, and the planned neighborhood park, should decrease to levels of less than significant. A ground level alignment using Portola Avenue could decrease, if not eliminate, some of the significant impacts, while still accomplishing the program's goals. It is unclear, however, whether BART has considered this shift in alignment.

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III. CONCLUSION

18.20 As Pleasanton has outlined above, Alternative 2a has the potential to significantly impact Staples Ranch and its surrounding area. This is true of any of the El Charro Road Alternatives. In fact, based on the DEIR's own analysis, the environmentally superior alternative appears to be Alternative 4. Because Alternative 4 stays within the I-580 median, without elevated/aerial structures, its potential to disturb cultural resources is less, and it would have relatively fewer impacts with respect to land use and visual compatibility, noise and vibration impacts, and land acquisition. (DEIR, p. 4-12.) Alternative 4 also is the only alternative that is currently compliant with the UP Commuter Access Principles. (DEIR, p. 2-54.) In addition, based on the foregoing comments, Alternative 4, or any of the other alternatives that run down the I-580 median beyond El Charro Road, would not have the significant impact on East Pleasanton El Charro Road Alternatives would have. The DEIR dismisses Alternative 4, however, because it does not satisfy BART's program objective of reduction of the VMT as well as some of the alternatives. (DEIR, p. 4-12.) However, the criteria for selecting the environmentally superior alternative is its impact on the environment, not on how well it advances BART's goals. It is for the BART Board of Directors to balance the competing interests of fulfilling its program goals with the program's impact on the environment.

18.21 Pleasanton remains committed to facilitating the expansion of BART to Livermore, whether such expansion includes stations adjacent to I-580, in downtown Livermore or in other Livermore locations. Further, Pleasanton understands that station location is a matter to be resolved primarily between BART and the City of Livermore. However, what eventually is resolved between BART and the City of Livermore must address the environmental impact that such expansion would have on Pleasanton residents and planned Pleasanton development. As such, Pleasanton would like to assist BART, as well as the other effected entities, in developing a strategy to extend BART to Livermore while minimizing the impact to the environment. If you have any questions or would like to meet to discuss the comments provided herein, please feel free to contact me.

Very Truly Yours,



Nelson Fialho
City Manager

Enclosures

c: Pleasanton Mayor and City Council, w/o exhibits
Scott Haggerty, Supervisor, w/o exhibits
John McPartland, BART Board of Directors, w/o exhibits
Linda Barton, City Manager, Livermore, w/o exhibits
Steven Bocian, Assistant City Manager, w/o exhibits
Jonathan Lowell, City Attorney
Brian Dolan, Director of Community Development

Letter 18 City of Pleasanton

18.1 In meetings with Pleasanton city staff during the pre-scoping and scoping process for the BART to Livermore Program EIR, BART staff clearly stated that a series of alignments would be evaluated as part of the Draft Program EIR, including aerial alignments and alignments along El Charro Road and through the Chain of Lakes. Notices of the scoping process also were mailed to Pleasanton residents within one-half mile of potential alignments and stations. Pleasanton city staff participated in a series of Technical Advisory Committee meetings where the various alignments were described as a part of the development of the Draft Program EIR analysis. In addition, except for the portions of all the alternatives which are located at-grade in the median of I-580, before departing the freeway corridor to follow El Charro Road, the BART alignments would not be adjacent to any existing residential neighborhoods in Pleasanton.

As this comment highlights, early planning and regional discussion of the BART to Livermore Extension Program focused largely on the potential of an alignment routed primarily in the I-580 median. This is reflected in adopted policies of the current City of Pleasanton and City of Livermore General Plans. However, CEQA requires that an EIR consider and discuss a range of reasonable alternatives which would feasibly attain most of the basic program objectives. As explained in the document, the Draft Program EIR will be used to narrow the range of feasible alignment alternatives by evaluating the potential environmental impacts and tradeoffs associated with different routes (page 5-8, paragraph 5). Additionally, although at least a portion of all of the build alternatives is within the I-580 median, increased awareness of the value of transit stations in stimulating housing and economic development has shifted attention to alignment options other than those exclusive to the development-restrictive I-580 median.

Please refer also to Master Response 4 of this document, regarding impacts to planned development at Staples Ranch.

18.2 As noted in the comment, four of the five alternatives evaluated in the Draft Program EIR that include a Downtown Livermore Station use the El Charro alignment through the Chain of Lakes. Although the comment states that an alignment along Portola to a Downtown Livermore Station needs to be evaluated, the Portola alignment was fully evaluated in the Draft Program EIR as Alternative 3. In addition, a new alternative, Alternative 2b, travels along Portola Avenue with a Downtown Livermore Station, and has been included in this Final Program EIR, as described in Section 1.4 of this document.

18.3 The Draft Program EIR (see Section 4.5, Environmentally Superior Alternative of the Draft Program EIR) identifies Alternative 2a as the environmentally superior alternative because it would avoid or reduce many of the impacts associated with the other alternative alignments, including impacts associated with agricultural resources, airport-related safety zones, and certain biological resources. In addition to avoiding or reducing impacts,

Alternative 2a would also result in greater beneficial impacts associated with vehicle miles traveled (VMT), air emissions, and energy savings.

The commentor notes that this analysis does not consider impacts to receptors at the Staples Ranch site. These receptors were not considered because they are not part of the existing condition at the Staples Ranch site, as described in Master Response 4. However, as also described in Master Response 4, these uses could be considered to be part of the future existing condition since this development could be in place at the time of the project-level EIR for the BART to Livermore project. See Master Response 4 for a discussion of potential land use, visual, noise, traffic, and air quality impacts to future sensitive receptors at the Staples Ranch site from El Charro Road alternative alignments, including Alternative 2a.

In addition to the above discussion, Section 1.4 of this document, identifies a new alternative, Alternative 2b. Alternative 2b is a hybrid of alternatives 2a and 3, which would avoid many of the impacts of Alternative 2a while retaining the benefits. This alternative acts as a “mitigated” alternative and would be environmentally superior to Alternative 2a. See Section 1.4 of this document for evaluation of this new alternative.

- 18.4 This comment objects to the inclusion of any alternative aligned along El Charro Road in the environmental review and planning process, due to environmental concerns. The specific environmental concerns raised by Pleasanton are addressed in the following responses and Master Responses 3 and 4 of this document. As part of its evaluation and selection, the BART Board will also balance the environmental impacts with the environmental benefits of each alternative.
- 18.5 The comment suggests that the Draft Program EIR improperly identifies Alternative 2a as the environmentally superior alternative. It should be noted, as explained in Response 18.4, that a new Alternative 2b has been proposed that would be the new environmentally superior alternative.

The existing discussion in the Draft Program EIR identifying Alternative 2a as the environmentally superior alternative does not rely exclusively on VMT reductions, as the comment suggests. See Section 4.5 of the Draft Program EIR, which compares the various alternatives’ respective impacts in the various areas of analysis (e.g., land use, noise and vibration, traffic), and concludes that no single alternative is environmentally superior to the others across all impact areas. VMT reductions are used as a distinguishing analytical point because of the related environmental benefits associated with such reductions. While the differences in VMT between the alternatives may represent a relatively small portion of the total VMT traveled in Alameda County, the differences nonetheless are significant. For example, the difference in daily VMT between Alternatives 2a and 4 is 456,051 miles. Assuming that the average vehicle trip length is 30 miles, the difference between the alternatives represents 15,200 daily vehicle trips. If the average fuel consumption is 30 miles per gallon, this represents 15,200 gallons per day. This is a

substantial reduction in the number of trips and fuel consumption, more than enough to improve travel conditions in the study area as is documented in Section 3.2 of the Draft Program EIR (see also Response 5.27). The smaller the VMT reduction, the greater the air quality, energy consumption, and greenhouse gas emission impacts. The above notwithstanding, it should be recognized that all of the build alternatives contribute to a reduction in VMT, and, accordingly, the build alternatives would not have a significant adverse impact on regional VMT, air emissions, energy consumption, and greenhouse gas emissions. The differences are really about the relative benefits that accrue to the different build alternatives. This perspective and these relative differences are acknowledged in the discussion of the environmentally superior alternative (see specifically, page 4-12), where the impacts of the two-station alternatives are distinguished from the one-station alternatives. See Master Responses 3 and 4 for discussion of the Chain of Lakes and Staples Ranch, respectively.

Please refer to Master Response 2 of this document, regarding the assumptions behind the ridership forecasting and the estimates of VMT. It is correct to note that when comparing the alternatives, the accuracy of the travel model should be considered. However, the relative range of variations in the VMT reductions associated with the alternatives is relatively large – the lowest reduction, that for Alternative 4 is 47 percent of the highest reduction, that for Alternative 2a. Five of the alternatives (1, 1a, 1b, 2, and 3) would result in VMT reductions in the range of 80 to 86 percent, compared to Alternative 2a. For these alternatives, considering the accuracy of the travel model, their performance should be considered roughly equivalent.

- 18.6 Please refer to Master Response 2 of this document, regarding the assumptions behind the ridership forecasting, particularly land use. Also please refer to Response 5.4, regarding the definition of impacts. A Program EIR focuses on comparisons of the alternatives as related to a No Build Scenario. The year 2035 represents a reasonable time frame in which a major infrastructure project of this type could be designed, built, and operational. Conditions of population and employment, which are critical to the level of ridership to be experienced on the BART extension, would also be substantially different than current conditions. This future scenario yields a much more meaningful comparison of the alternatives than does a comparison of existing conditions with and without the alternatives. The evaluation of one of the BART extension alternatives against the existing conditions scenario would be misleading, because current levels of development and travel demand will *not* exist when any of the BART alternatives could reasonably be built many years in the future. This approach is consistent with the California Supreme Court's recent decision in *Communities for a Better Environment v. South Coast Air Quality Management District*, which emphasizes that an EIR should not mechanically rely on a "snapshot" of existing environmental conditions at the time of issuance of the Notice of Preparation when establishing the environmental baseline when those conditions are not representative of expected conditions at the time of project implementation.

The transportation analysis did not assume that current land use conditions would continue until the year 2035 as suggested by the commentor. The land use projections used for this Program Draft EIR analysis represent year 2035 conditions. All the comparisons of alternatives in the transportation analysis are for the future year 2035. The analysis for future year 2035 is a cumulative analysis in that it includes other planned or reasonably foreseeable projects in the study area.

- 18.7 Please refer to Master Response 2 of this document and Response 18.6 above regarding the assumptions behind the ridership forecasting, in particular the land use assumptions. The land use assumptions used for the transportation analysis are drawn from *ABAG Projections 2007* and reflect future, not current, conditions. These assumptions are subject to review by each of the cities in the study area and are consistent with the cities' general plans. For Livermore, the General Plan does not allow development and growth outside the Urban Growth Boundary (UGB). ABAG's projections are consistent with the assumption that growth can occur within the UGB around the stations sites, but cannot be assumed to occur outside the UGB.

Given this understanding, the comment regarding a much higher percentage of BART passengers walking to the Greenville East Station is incorrect; the percentage of walk-access passengers reported in the Draft Program EIR already takes into consideration potential development within the UGB. The Greenville East Station site is bounded on the north by the I-580 freeway and on the east by the UGB which would limit walk access significantly. As such, this station would not be similar in walking characteristics to the Dublin/Pleasanton Station which is surrounded by development on all four sides.

The land use assumptions for the Vasco Road and Downtown Livermore stations are also consistent with the City of Livermore's General Plan and reflect the planned growth in those areas. Increased off-peak trips that occur in areas of mixed used development, such as that anticipated around the Vasco Road and Downtown Livermore areas, are generally beneficial since BART has available unused train capacity during the off peak hours; whereas, added peak period trips tend to require increases in train capacity. The same is generally true for the highway network. As a result, the environmental impacts such as localized congestion from increasing off-peak trips would be less than increasing peak trips. The Draft Program EIR reports the BART extension's effects during the peak period and, thus, already characterizes the worst-case impacts anticipated from operations of the BART extension.

If the enforcement of the UPRR Commuter Access Principles by the UPRR require that those stations which are in the UPRR right-of-way be moved outside the right-of-way, the impact on ridership and VMT would not be substantially different than described in the Draft Program EIR, because the location of the station site would be shifted only a small distance to clear the right-of-way, a distance that would not have a material effect on the mode of access (including by transit, bicycle, or walking) or the number of passengers accessing the Vasco Road or Downtown Livermore stations.

- The reason for the difference in the walk access mode percentage at the Vasco Road Station between Alternatives 2 and 2a relates more to how the transportation model allocates demand between the station access travel modes than to the density of land use around the station. The model calculates the time required to drive, use transit, or walk from each travel zone to the station and for each zone the mode with shortest time is assigned all of the demand. Alternative 2a has a higher park-and-ride access demand than Alternative 2, because there are slight differences in the model coding for the access links from the zones nearest the station. The results of this coding are that the number of forecast pedestrian trips for Alternative 2a is zero as compared to three percent for Alternative 2. This difference in coding only affects the relative level of pedestrian access versus park-and-ride access and does not affect the total ridership.
- 18.8 The alternatives were developed to test a full range of options and to capture the implications of specific differences in the alignments and station sites. Alternative 1 has a transfer to ACE at the Greenville East Station. This alternative would make the existing ACE station at Vasco Road redundant, and ACE would have to consider closing this station or making three stops in Livermore within a very short distance. In developing Alternative 1a, the ACE transfer at Greenville East Station was purposely excluded. The framing of the alternatives in this fashion was done to test the implications of keeping the ACE transfer at the Vasco Road Station. The results suggest that the Alternative 1a ridership would increase if the transfer were provided at the Greenville East Station, as noted by the commentor.
- 18.9 As noted by the commentor, the magnitude of the transfers from ACE to the various BART extension alternatives is influenced by the differences in the speed of the ACE trains compared to the speed characteristics of BART. However, the speed of BART trains is not the only determinant in the number of ACE transfers. Generally, the BART trains operate at higher speeds than ACE, so that those ACE riders that can reach their destination using BART would transfer as soon as possible. There are, however, other factors that also influence the magnitude of the transfer. One of these is the actual walking distance required to make the transfer to BART at the transfer station. For Alternative 2a, the walking distance required to make the transfer at the Vasco Station is more than the walking distance required at the Downtown Livermore Station. There is enough of a difference to offset the very slight time savings experienced by riding BART instead of ACE from the Vasco Road Station to the Downtown Livermore Station. Similarly for Alternative 3, the transfer from the underground Downtown Livermore BART Station to the ACE station requires a walk of about 1,500 feet. In contrast, Alternative 3a requires a walk of less than 100 feet. This is enough of a difference to offset the travel time savings on BART that Alternative 3 offers over 3a.
- 18.10 Please refer to Master Response 5 of this document, regarding the station parking impacts on the Downtown Livermore area, and to Master Response 4 regarding the impact on the City of Pleasanton streets. The proposed amount of parking at the Downtown Livermore

Station was purposely limited to be consistent with the City of Livermore's plans to develop the downtown as a transit supportive environment with emphasis on access to the station by transit, bicycle, and walking. The Draft Program EIR notes that this assumption may result in a shortage of BART parking at the station and a desire by BART patrons to park outside the BART parking areas in the downtown and the surrounding neighborhoods. A number of cities have BART stations in their downtowns and they have successfully addressed the spillover parking issues with simple parking management practices including time limits, parking pricing, parking permits, and making private parking available to BART patrons. It is important to note that BART patrons learn to adjust to constrained parking situations by using transit or arranging to carpool or be dropped off at the station. They also learn when the parking reaches capacity and to adjust their travel decision accordingly.

As such, it is not likely that a large number of BART users will drive to the Downtown Livermore Station each day and then upon finding the parking to be full will elect to drive all the way to the Dublin/Pleasanton Station (which will also have a constrained amount of parking). It is more likely that those who still want to access BART by parking would learn to seek out the alternative BART station most convenient to their travel route. The options available to them vary by alternative, but the Dublin/Pleasanton Station would never be the only other option available. Also, if more parking were to be provided at the other station on a given alignment, it is important to consider the likely ways in which people would adjust their travel patterns given the availability of the parking. For example, if in Alternative 2a more parking was provided at the Vasco Road Station to offset the parking shortfall at the Downtown Livermore Station, the most likely users of the additional parking at the Vasco Road Station would be those arriving in the area from I-580 via the Altamont Pass and those living in eastern Livermore. Without the additional parking, some of these individuals would have opted to park at the Downtown Livermore Station. As a result, they will free up parking at the Downtown Livermore Station which can then be used by those living closer to the downtown area. Some drivers may still opt to attempt to park at the Dublin/Pleasanton Station. However, it is important to note that all of the BART extension alternatives provide additional BART parking in the corridor, beyond that which would be provided under the No Build Alternative. As a result, all of the alternatives reduce the demand for parking at the Dublin/Pleasanton Station compared with the No Build Alternative. The parking impact at the Dublin/Pleasanton Station would be worse under the No Build Alternative than it would with any of the alternatives even with full consideration of the parking constraint in Downtown Livermore.

The commentator's transportation comments have not suggested significant flaws that would make conclusions about other transportation-related impacts (air quality, noise, energy, etc.) suspect and the overall conclusions from the Program EIR comparing the relative tradeoffs among the alternatives would continue to apply. See Master Responses 3 and 4 for discussion of the Chain of Lakes and Staples Ranch, respectively.

- 18.11 Please refer to Master Response 3 of this document, regarding the Chain of Lakes/EI Charro alignment and Master Response 4 for analysis of Staples Ranch. In addition, please also refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses.
- 18.12 See Master Response 4, Staples Ranch, for a discussion of potential land use impacts to the Staples Ranch site. Note Figure 3-1 shows the EI Charro Road BART alignments in relation to the conceptual site plan for the Staples Ranch site. As shown, the alignment would potentially cross into the Staples Ranch site in the northwest corner where the site plan identifies landscaping and parking for the auto mall. In the area adjacent to the senior community center, the alignment would be within the I-580 median and would not require a parcel take at the community center.
- 18.13 Please refer to Master Response 4 of this document, regarding the BART extension alternatives impact on the City of Pleasanton streets, and in particular Stoneridge Drive. Also, please refer to Response 18.10, regarding the effect of limited parking at the Downtown Livermore Station and traffic on local streets.
- 18.14 To better clarify the impact of the aerial structure along EI Charro Road, the fifth and sixth sentences of the first paragraph of page 3.5-25 are revised as follows:

The aerial structure would be visually prominent ~~obtrusive~~ due to the fact that, unlike the area around the intersection of EI Charro Road and I-580, there is no existing transportation infrastructure of similar visual quality in the immediate area in an environment where no such existing structures exist. However, because this area the aerial structure would be located in an area where the is of low overall existing visual quality and largely devoid of built and natural features and scenic vantage points is low, the aerial structure along EI Charro Road would not result in a significant impact for this alternative.

As stated subsequently, in the same section (Section 3.5, Visual Quality), the aerial structure would not obstruct views (see page 3.5-39, paragraph 3).

- 18.15 The commentor asserts that the conclusions of the Draft Program EIR regarding visual quality are not consistent with the conclusions of the EIR prepared for the Staples Ranch site, adjacent to the extension alternatives. The Draft Program EIR identifies impacts from the BART to Livermore extension alternatives associated with visual compatibility, obstruction of important views or scenic vistas, and disturbance to scenic resources. Similar impact topics were addressed in the Staples Ranch EIR, which identified impacts associated with changes to the visual character (including blocking views), and impacts to scenic resources.

In the case of BART to Livermore, the Draft Program EIR discusses potential impacts associated with visual compatibility on pages 3.5-25 through 3.5-36 for alternatives with an

aerial configuration along El Charro Road (Alternatives 1a, 1b, 2a, 3a, and 5). For each of these alternatives, the Draft Program EIR states that the proposed aerial structure along El Charro Road would be a noticeable feature; however, in the area of the Staples Ranch site at I-580, the Draft Program EIR notes that the aerial structure would be compatible with the existing overpasses and ramps associated with the highway and would not block views of proposed signage at the Staples Ranch site. Farther south along El Charro Road, where no such existing structures exist, the placement of the aerial structure would be visually prominent. However, because the existing visual quality is low in the area along El Charro Road south of I-580, there would be no significant impacts in terms of visual compatibility from the placement of this structure.

The Staples Ranch EIR also addresses impacts to the visual character/visual compatibility of the area. This EIR addresses the changes in the character of the Staples Ranch site from an open undeveloped rural area to a developed urban area, which is considered to be a significant impact of that project because of the scope and scale of the change. The conclusions of the two documents are not inconsistent since the Staples Ranch EIR is addressing the placement of 124-acres of land development within a previously undeveloped area, whereas the BART to Livermore extension would place an aerial structure within an existing roadway corridor. The conclusions from the two EIRs are not incompatible, but rather address impacts from two very different types of developments.

Impacts associated with blocked views, and identification of scenic resources within the Staples Ranch area are consistent between the Draft Program EIR and the Staples Ranch EIR, as both documents identified less-than-significant impacts associated with each of these significance criteria.

Please refer to Master Response 3 of this document, regarding the Chain of Lakes/El Charro alignment.

- 18.16 Master Response 4 addresses the noise impacts to proposed sensitive receptors in Staples Ranch. As discussed in Master Response 4, impacts from the BART train may result in significant noise impacts to the senior care community near I-580. Similar to other locations within the study area, even with mitigation, noise levels from BART trains may not be reduced below the significance criteria, and impacts would be significant and unavoidable.

The Draft Program EIR addresses noise impacts along I-580 to residences (where average day-night noise levels are critical) between Santa Rita Road and W. Las Positas Boulevard; this area includes residents along Pimlico Drive and Kirkcaldy Street. The Pimlico Drive/Kirkcaldy Drive neighborhood is represented by Receptor P-1 in the tables and figures in Section 3.10, Noise and Vibration, in the Draft Program EIR. The worst noise impact would be at P-1, according to Table 3.10-11 of the Draft Program EIR. The noise impacts to residences in this area were determined to be less than significant.

Noise impacts to schools and recreational facilities, where hourly noise impacts are critical, are also less than significant in this area along I-580. For example, the closest school and recreational facility to the alignment would be the KinderCare Learning Center at Brockton Drive and Pimlico Drive. This day-care school is approximately 450 feet from the proposed alignment. Based on noise monitoring conducted along I-580, the minimum existing hourly noise level is conservatively estimated to be 49 dBA L_{eq} at this distance from I-580 during school hours. Acceptable project noise levels would be less than 59 dBA L_{eq} at this existing noise level. Noise from the BART trains would be about 58 dBA and so the noise impact to the school would be less than significant. Fairlands Park, Meadows Park, and Owens Plaza Park are all farther away from the proposed alignments and so are expected to be even less impacted by noise from the BART trains.

Master Response 3 addresses the noise impacts in the Chain of Lakes area. The noise impacts at the El Charro Road alignment are considered potentially significant and unavoidable.

As discussed under Impact NO-6 starting on page 3.10-65, vibration impacts need to be considered for residences and institutions such as schools and churches. Vibration impacts start to become an issue if a vibration sensitive receptor is within 100 feet of the tracks. None of the above residences and schools are within 100 feet of the tracks and so vibration impacts to these receptors would be less than significant.

- 18.17 Please refer to Master Response 4 for a discussion of noise impacts to the Staples Ranch site. As noted in Master Response 4, there may be significant impacts to the senior care center. Master Response 4 also explains that if the Staples Ranch development is present at the time of BART to Livermore construction and impacted under the selected alternative, Mitigation Measure NO-1.1 from the Draft Program EIR would apply. For the purposes of this program-level environmental review, this impact is considered potentially significant and unavoidable (see page 3.10-53, paragraph 3).

It should be noted that this comment contains incorrect assumptions concerning the height of the proposed BART aerial guideway, and the traditional design of sound walls for aerial transit structures. First, while the design of the BART alternatives is only conceptual at this time, the proposed BART aerial structure would be approximately 25 feet tall at the point nearest the planned development at Staples Ranch, and it would increase to a maximum height of 42 feet further south along El Charro Road. Second, the comment states that any associated sound walls would have to be the same height as the aerial structure itself, and would therefore conflict with City of Pleasanton's *General Plan* policies regarding aesthetics at City entryways. This comment suggests that sound walls, built from the ground up, would effectively envelop the aerial structure. As noted in the Draft Program EIR, Mitigation Measure NO-1.1, the height of sound walls could be between 5 and 15 feet, and is dependent on their location relative to noise source and receptors (see page 3.10-53). Although the design details of any sound walls would not be established until project-level review, sound walls could be constructed on the aerial

- structure itself rather than at ground level. These aerial sound walls would provide noise shielding at the source of the noise and would also preserve sight lines through the pillars of the aerial structure. Therefore, sound walls could be constructed in a way that results in only negligible increases in the overall visual prominence of the aerial structure itself.
- 18.18 See Master Response 4, Staples Ranch, for a discussion of potential air quality impacts to the Staples Ranch site, and Master Response 3 for issues relating to the Chain of Lakes. As noted in the Draft Program EIR, no significant air quality impacts would be associated with the BART extension to Livermore; this includes the potential for impacts to the existing childcare center and parks located south of I-580 in Pleasanton.
- 18.19 The comment states that an alignment east of El Charro Road needs to be considered, possibly along Portola Avenue. The Draft Program EIR did consider an alignment along Portola Avenue to a Downtown Livermore Station, and that alternative was fully evaluated in the Draft Program EIR (Alternative 3 — Portola). In addition, a new alternative, Alternative 2b, which would travel along Portola Avenue with a Downtown Livermore Station, has been included in this Final Program EIR (see Section 1.4 of this document).
- 18.20 As noted in the comment, there are benefits to Alternative 4. However, the Draft Program EIR concluded that Alternative 2a is the environmentally superior alternative. In the course of the EIR process, a newly developed alternative, Alternative 2b, has emerged as the environmentally superior alternative. Alternative 2b would also have among the greatest air quality benefits, energy savings, and reductions in greenhouse emissions (see Section 1.4 of this document). As noted in the comment, it is for the BART Board of Directors to balance the competing interests of fulfilling program goals with each alternative's impact on the environment.
- 18.21 BART appreciates Pleasanton's willingness to assist in an extension strategy that minimizes effects on the environment. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

**Department of
Conservation &
Development****Community Development Division**

County Administration Building
651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553-1229

Phone: (925) 335-1201

Letter 19**Contra
Costa
County**

Catherine O. Kutsuris
Director

December 28, 2009

Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland CA 94612

Dear Malcolm:

I have reviewed the transportation section of the Draft Environmental Impact Report on the BART extension to Livermore, and offer the following comment.

19.1 Several of the alternative alignments would place the BART extension on I-580. There are high-occupancy vehicle (HOV) lane projects planned for the same section of I-580. It would be helpful for the document to discuss whether the freeway right-of-way has enough room in it for both the BART extension and the HOV lanes. I could not find any discussion of this subject in the Draft EIR.

The reason for my comment is the cost implications for the Livermore BART project. As you may be aware, the evaluation of the eastern Contra Costa County BART extension was significantly influenced by apparent funding constraints, even though Measure J committed \$125 million to this project. Cost was the primary reason for rejecting regular BART as the preferred project in eastern Contra Costa County. An alternative, less costly type of rail was chosen as the preferred project for what has become known as "eBART." In light of this experience, it would be helpful to account for potential right-of-way cost impacts for an alignment using I-580 for the Livermore BART extension project.

Thank you for the opportunity to comment on the Draft EIR.

Sincerely,

A handwritten signature in black ink that reads "John Greitzer".

John Greitzer
Senior Transportation Planner

G:\Transportation\Greitzer\Letter\2009\letter Malcom Quint DEIR Livermore extension.doc

C: S. Goetz, Dept. of Conservation and Development

Letter 19 Contra Costa County Department of Conservation and Development

- 19.1 As noted in the Draft Program EIR, one of the identified future transportation projects in the study is “the widening of both eastbound and westbound I-580 to include auxiliary and high-occupancy vehicle (HOV)/high-occupancy toll (HOT) lanes” (see page 2-2). All of the impact evaluations of the alternatives and the cost estimates assume that, in order to accommodate BART in the median of I-580, it would be necessary to reconstruct portions of the existing freeway lanes and the planned HOV/HOT lanes to create a wide enough median for the BART alignment. This information is presented in the Draft Program EIR beginning on page 2-50. The costs of the additional right-of-way required to widen I-580 sufficiently to accommodate the planned freeway cross-section with BART in the median are included as appropriate in the cost estimates for each alternative.



January 20, 2010

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 16th floor
 Oakland, CA, 94612

Sent via e-mail to
info@barttolivermore.org
 On January 20, 2010

RE: BART TO LIVERMORE DRAFT PROGRAM DEIR

Dear Mr. Quint:

The East Bay Regional Park District ("District") has obtained a copy of the BART to Livermore draft Environmental Impact Report (DEIR). Alternatives being considered about the 2035-acre Brushy Peak Regional Preserve (Preserve) to the east and future parkland and trails identified in our 2007 master plan (attached, and viewable at http://www.ebparks.org/planning/mp/2007_map). The District also owns the 17-acre Frick property, which includes about 1/4 of Frick Lake, north of the proposed Greenville maintenance yard.

20.1

Development of the BART Livermore property may result in significant adverse impacts to sensitive biological resources at the Preserve, and disruption of a scenic open space adjacent the Preserve. We have noted these concerns in letters to the City of Livermore regarding development proposals on the Farber and Ahmed properties, and in our comment letters on the Vasco Laughlin Study and the Livermore General Plan.

Our 2007 Master Plan envisions future parkland at the Chain of Lakes area and identifies several future trails that may be impacted by the project. These future trails include the Arroyo Mocho Trail, San Joaquin County to Shadow Cliffs Trail, Shadow Cliffs to Morgan Territory Trail and Pleasanton Ridge to Shadow Cliffs Trail. Impacts to these resources should be avoided or minimized. The DEIR lacks the detail we need to understand potential land use conflicts and other project impacts to recreation.

The District has no objection to BART service expansion to Livermore provided that its implementation avoids or minimizes impacts to Brushy Peak Regional Preserve and surrounding open space areas and future parks and trails identified by our 2007 Master Plan.

The following are the District's comments on the DEIR:

Board of Directors

Doug Siden President Ward 4	Beverly Lane Vice-President Ward 6	Carol Severin Treasurer Ward 3	John Sutter Secretary Ward 2	Whitney Dotson Ward 1	Ted Radke Ward 7	Ayn Westkamp Ward 5	Pat O'Brien General Manager
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Biological Resources

The Livermore BART property contains potential habitat for a number of special-status species, including San Joaquin kit fox, California tiger salamander, California red-legged frog and western burrowing owl. Altamont Creek, which drains through the BART property, contains California red-legged frog and tiger salamander. Frick Lake to the north contains fairy shrimp, tiger salamander and San Joaquin spearscale. Brushy Peak, to the northeast, contains kit fox, golden eagle, prairie falcon, logger-head shrike, tiger salamander, red-legged frog, burrowing owl, long-horn fairy shrimp, San Joaquin spearscale, brittlescale, heartscale and stinkbells. Any of these species may occur in the project area and may be affected by the proposed project.

20.2

Impacts to special-status species in the project area should be addressed and programmatic mitigation measures should be adopted in the Program EIR. Efforts should first be made to select an alternative that avoids impacts to special-status species. If alternatives cannot avoid the impact, the overall size of the project footprint should be reduced and located away from sensitive areas, including Brushy Peak Preserve and Altamont Creek. For unavoidable impacts, BART should mitigate on-site where possible and on adjacent lands to provide maximum benefit for impacted species and habitats. Land that is set aside as mitigation should also include a long-term management plan and adequate management funding through a perpetual endowment or assessment.

The DEIR should consider the direct, in-direct and cumulative effects of development in this area on biological resources. Development of the BART property may open a new area to residential and commercial development. Specifically, the DEIR should consider the growth inducing effects of this project on adjacent undeveloped private properties.

20.3

Impacts to Brushy Peak: The natural resources found on the BART property also occur at Brushy Peak Preserve. This includes the former Dyer property to the northeast. Impacts to the Preserve must be fully mitigated consistent with the District's Land Use Plan (LUP) and the terms and conditions of the Conservation Easement over the Dyer property. The District's LUP for the Preserve establishes the following policy objective regarding protection of biological resources on the former Dyer Property:

"A conservation easement on the southern 406 acres of the preserve (i.e. the former Dyer property) is designated as an area to be managed for kit fox habitat, red-legged frog and tiger salamander habitats" (LUP page 46).

Development of the BART property may impact biological resources in the Preserve in the following ways:

1. Tiger salamanders are known to migrate from aestivation sites to breeding locations. Aestivating CTS on the BART property may be breeding in the Preserve in stock ponds to the northeast and the Farber property to the north.

- 20.4
2. The former Dyer property is under a Conservation Easement held by the Department of Fish and Game, with the Fish and Wildlife Service named as a secondary beneficiary. Loss of individual CTS breeding in ponds on the Dyer property that migrate from aestivation habitat on the BART property may be considered "take" under the federal Endangered Species Act and would not be consistent with the terms of the Conservation Easement.
 3. San Joaquin kit fox have been observed at Brushy Peak Preserve within the past five years. There is abundant grassland habitat and small rodent populations. The Preserve is part of a much larger grassland movement corridor between Interstate 580 north to Black Diamond Mines Regional Preserve, near Antioch, in Contra Costa County. Development on the BART property will reduce the width of the kit fox movement corridor. This will threaten the long-term viability of the corridor and thus viable habitat for kit fox in the project area.
 4. Development runoff into Altamont Creek and/or Frick Lake has the potential to adversely impact water quality, including increased sedimentation and water-borne pollutants, including oil, grease, pesticides and fertilizers. We are concerned about how degradation of water quality will impact sensitive biological resources, including fairy shrimp and CTS larvae, both of which are particularly vulnerable to changes in water quality.
 5. Runoff from developed areas on the BART property into Altamont Creek and/or Frick Lake or reduction in natural groundwater recharge areas may adversely affect this sensitive areas. It is presently unknown what minimum and maximum hydroperiod is necessary to sustain seasonal wetland functions and preservation of habitats for sensitive biological resources.
- 20.5
- Construction on the BART property will result in a number of secondary operational and management effects to Brushy Peak Preserve. This includes a major new source of night-time lighting, introduction of non-native predators (such as bullfrogs, cats, dogs, red fox and rats) and non-native plants (such as starthistle), plus increased incidence of trespass (after hours use), vandalism (fence cutting), dumping of garbage, and increased demand for Park District police and fire services.
- 20.6
- Recently published studies have demonstrated that the introduction of artificial night lighting sources can disrupt the behavior of plants and wildlife. In 2006, Catherine Rich and Travis Longcore published a book on the effects of night lighting entitled "Ecological Consequences of Artificial Night Lighting". According to Rich and Longcore (2006), alterations in natural patterns of light and dark from development can result in the following disruptions:
- Changes to physiological process, such as hormone production;
 - Disorientation of organisms accustomed to navigating in darkness;
 - Desynchronization of mating behaviors;
 - Increases in predation by diurnal animals;
 - Disruption in predator-prey relationships; and
 - Decreases in foraging by small mammals.

- 20.6 cont. It appears that the reproductive behavior of tiger salamanders and the availability of prey for kit fox may be impacted by the introduction of night lighting into the BART property and adjacent areas, including Brushy Peak Preserve. None of the above described impacts appear to have been addressed or mitigated in the DEIR.
- 20.7 Prescribed fire, along with livestock grazing, mowing and pest management are all important management tools that must be available for use at Brushy Peak to manage and enhance the Preserve to meet the management goals of the District's Land Use Plan and the management requirements of the former Dyer property conservation easement. New land uses adjacent to the Preserve should not limit parkland management options or increase management costs. The DEIR should analyze how development of the Greenville Maintenance Yard in close proximity to the Preserve might restrict our land management options and provide measures to avoid or minimize these impacts.
- View Impacts
- 20.8 *Views from Brushy Peak Regional Preserve:* The DEIR does not adequately describe or analyze visual impacts to scenic open space views from the Preserve. There is only minor development on the east side of Laughlin Road in north Livermore. Development consists of three rural homes, one abandoned home, a cemetery and a model airplane facility. Views of undeveloped and rural open space around the Preserve are an important resource to visitor's experience at the Preserve. Any aspect of the proposed project that will degrade views of open space and surrounding rural land uses from the Preserve would impact recreational and scenic/aesthetic resources. The project should be designed to avoid or minimize this potential impact. Additional analysis in the DEIR would help us to evaluate and understand this potential impact on the Preserve.
- 20.9 *Views from Chain of Lakes and Future Regional Trails:* Several of the proposed alternatives have rail alignments that bifurcate the Chain of Lakes region, an area identified in our 2007 Master Plan for future park expansion. Development of overhead or surface tracks through the Chain of Lakes area will physically divide the property and impose significant visual impacts to future recreational users in this area. Visual interruption to views within the Chain of Lakes area and solar access impacts to future recreational uses should be included in the DEIR analysis. The
- 20.10 DEIR should also analyze how the project will impact visual resources along planned future trail alignments identified in our 2007 master plan (see attached map).
- Noise Impacts
- 20.11 *Chain of Lakes Noise –* Potential recreational uses at the future Chain of Lakes Park could include swimming, fishing, picnicking, bird watching and other similar recreational activities. The proposed project should avoid or minimize noise impacts to these future uses. Analysis of noise impacts and incompatibility of BART operations with recreational uses should be included in the DEIR noise analysis.

- 20.12 Regional Trails Noise – It is unclear from reading the DEIR if the project will expose trail users to significant noise impacts. The DEIR should analyze how the project may affect bicyclists and hikers using existing and planned future trails designated by our 2007 Master Plan.

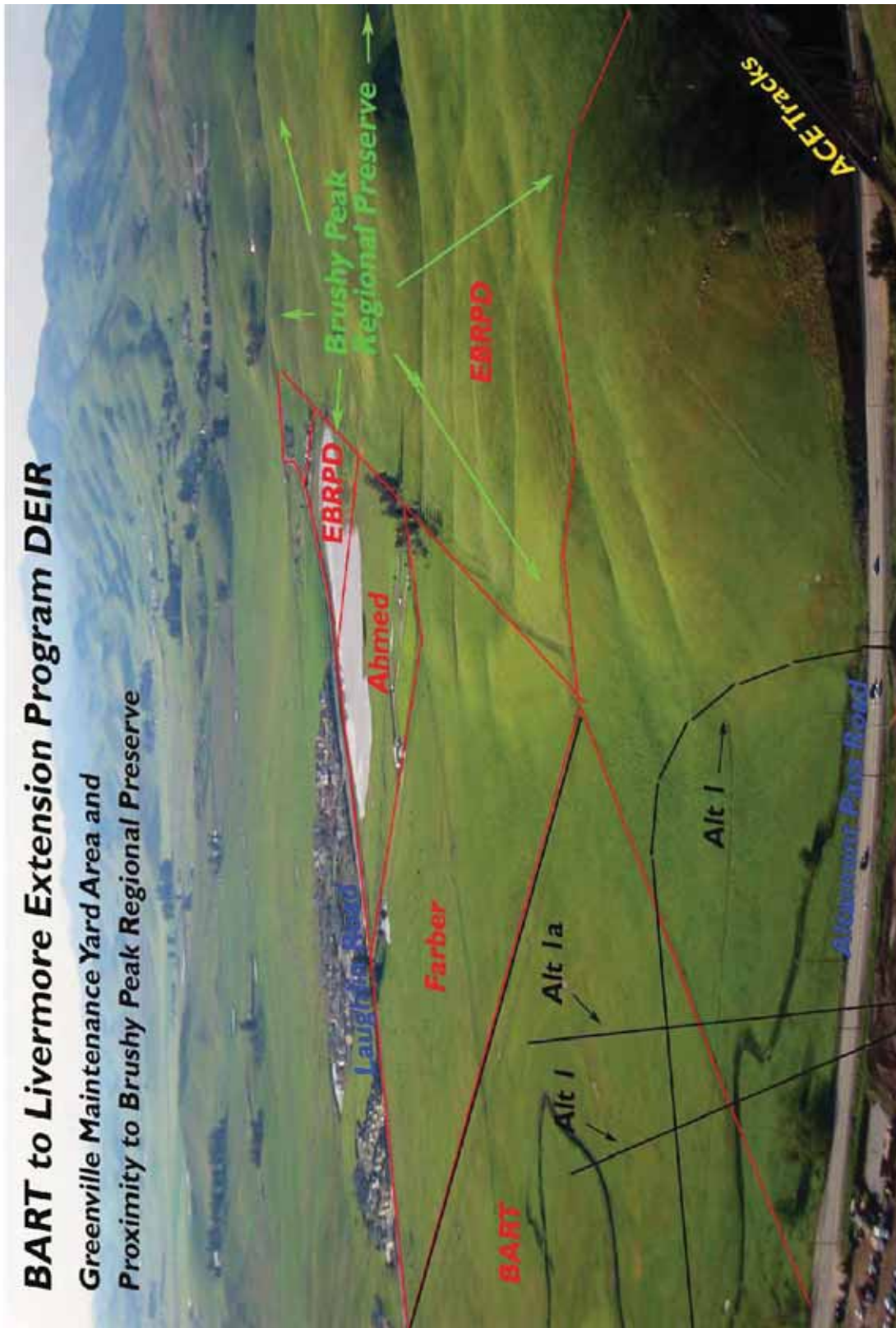
Thank you for your review and consideration of our comments. We request that we be notified of any public meetings or hearings scheduled for this project and that a copy of any CEQA notices or associated documents be forwarded to us for this project. If you have any questions or concerns, please contact me at (510) 544-2627 or via email at cbarton@ebparks.org.

Sincerely,



Chris Barton
Senior Planner

Attachments: East Bay Regional Park District 2007 Master Plan Map
Exhibit showing close proximity of BART Livermore Property to
Brushy Peak Regional Preserve



Letter 20 East Bay Regional Park District (EBRPD)

20.1 This comment provides an introduction to the commentor's concerns including impacts to Brushy Peak Preserve, Frick Lake, Chain of Lakes, and future trails. Impacts to Brushy Peak Preserve are discussed in Responses 20.3 through 20.8. Impacts to the Frick Lake area are discussed in Master Response 7 and referenced in Responses 20.2 and 20.4. Impacts to the Chain of Lakes area are discussed in Master Response 3 and in Responses 20.9 and 20.11. Impacts to future trails are discussed in Responses 20.10 through 20.12.

20.2 As the comment acknowledges, the mitigation measures presented in the Draft Program EIR are programmatic. Please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses. Master Response 1 includes a discussion of the adequacy of the mitigation measures included in the Draft Program EIR. Specific details of mitigation measures will be developed when a specific project is proposed and subjected to project-level environmental review. In addition, please refer to Master Response 7 of this document, regarding mitigation for impacts to biological resources in the Greenville Yard area. Analysis of direct and indirect impacts on biological resources including vernal pool fairy shrimp, California red-legged frog, California tiger salamander, and burrowing owl, is provided throughout the impact analysis in Section 3.9, Biological Resources, of the Draft Program EIR, and a cumulative analysis is provided, beginning on page 3.9-72, paragraph 5. Mitigation measures to avoid and reduce impacts are considered.

As noted in the Draft Program EIR (see page 3.9-14) according to the CNDDDB, USFWS, and CNPS queries, a total of 46 special-status species and two rare natural communities and USFWS-designated critical habitat for California tiger salamander, California red-legged frog, and vernal pool fairy shrimp are known to occur in the Dublin, Livermore, and Altamont 7.5 minute topographic quadrangles. Information gathered during the site visits and data on range, habitat requirements, and known localities was used to refine the species list and determine which species were likely to occur based on the plant communities (i.e., habitat types) within the study area. Lack of suitable habitat (e.g., chaparral, sand dunes, oak woodland or savanna), suitable soil substrates (e.g., serpentine, alkaline, sandy soils), and/or suitable elevation clines for known occurrences of special-status plant and animal species generated by the CNDDDB, USFWS, and CNPS queries were dismissed, and were not discussed further in the Draft Program EIR. Please refer to Response 1.1 of this document regarding the San Joaquin kit fox. Additionally, please refer to pages 3.9-26 and 3.9-31 of the Draft Program EIR where burrowing owl, California tiger salamander, California red-legged frog, logger-head shrike, San Joaquin spearscale, brittlescale, and heartscales are discussed. Also, please refer to Impact BIO-2 on pages 3.9-52 through 3.9-56 of the Draft Program EIR where impact analysis and mitigation measures for special-status plants are discussed, and Impact BIO-4 on pages 3.9-58 through

3.9-63 of the Draft Program EIR presents the impact analysis and mitigation measures for California tiger salamander and California red-legged frog.

The golden eagle is a state fully protected species; the prairie falcon was recently removed from the California Bird Species of Special Concern. Although some areas within Brushy Peak Preserve support rock outcrops suitable for golden eagle and prairie falcon nesting habitat, no suitable nesting habitat for these two species was observed during the reconnaissance surveys. Although surveys have been conducted for vernal pool branchiopods for other projects in the area (see page 3.9-1 of the Draft Program EIR), the long-horn fairy shrimp has not been reported within the project study area. The California Natural Diversity Database closest occurrence is approximately five miles northeast of the Greenville Yard. Due to the lack of suitable habitat and occurrence records, the long-horn fairy shrimp was considered to have a low likelihood of occurring within the study area and thus impacts were not analyzed. The stinkbells is a California Native Plant Society List 4 plant species. Plants appearing on the CNPS List 1 and 2 are considered to meet the CEQA Guidelines Section 15380 criteria; the stinkbells does not meet the CEQA Guidelines criteria and thus impacts were not analyzed for this species.

The growth-inducing impacts of the program are discussed in Section 4.4 of the Draft Program EIR.

- 20.3 Please refer to Master Response 7 of this document, regarding the Greenville Yard and impacts to California tiger salamander. In addition, please also refer to Response 1.1 of this document, regarding San Joaquin kit fox, and Response 1.2, regarding wildlife corridors. The northeast corner of the Greenville Yard is the border of the southern tip of the Dyer Property. No construction activities would occur within Brushy Peak Preserve property (including the Dyer Property); therefore, no biological impacts would occur to the preserve property. Additionally, the conservation easement over the Dyer Property would only cover the Dyer Property and not adjacent private property. BART understands that as part of the project-level EIR process, BART would have to conduct specific surveys for special-status species, including the California tiger salamander (CTS), for the selected alignment. If the Greenville Yard site is selected, then BART would have to conduct protocol level surveys within the Greenville Yard which would include an analysis of recorded occurrences and habitats (3.1 miles and 1.24 miles, respectively) in the vicinity of the site, aquatic larval sampling, and upland habitat survey. The upland habitat survey could entail a drift fence study that would determine if CTS are using the site for migration and/or aestivation.
- 20.4 Please refer to Master Response 7 of this document, regarding the Greenville Yard. It should also be noted that Frick Lake is about one-half mile north of the proposed Greenville Yard site. Runoff from the Greenville Yard area flows towards Altamont Creek and westward, not towards Frick Lake. Additionally, any small amounts of runoff that might leave the north side of the Greenville Yard would have to travel about one-half mile over undeveloped pervious surfaces and topographic barriers to flow (roads and upslope

areas) before reaching Frick Lake. As such, runoff from the Greenville Yard would not be expected to adversely affect Frick Lake.

20.5 As indicated in the Draft Program EIR, BART's Greenville property is under consideration as the site of a maintenance facility. Such a facility would be industrial in nature and the maintenance yard would be fenced and self-contained. Since the general public is not authorized within BART's maintenance facilities, there is no reason to believe that the activities at a maintenance yard would result in the introduction of non-native predators, non-native plants, or increased trespass and vandalism as the comment speculates.

20.6 While the Draft Program EIR did not evaluate the effects of night lighting specifically on plants and animals, the introduction of new sources of light and glare was addressed in the analysis of visual impacts. It is worth noting that all the BART extension alternatives, as described in the Draft Program EIR, would occur within or adjacent to existing urban and industrial areas of Dublin, Pleasanton, and Livermore with existing sources of night lighting. Mitigation Measure VQ-4.1 of the Draft Program EIR would reduce potential visual quality impacts related to light and glare to a less-than-significant level. This mitigation measure would also serve to reduce potential night lighting impacts on plants and animals. Please see Response 1.2 regarding the kit fox. The prospect that limited additional night lighting, after mitigation, would affect reproductive behavior of tiger salamanders at the Brushy Peak Preserve, which is northeast from the BART property at Greenville Yard, is speculative. However, the potential for biological impacts could be further evaluated during the project-level environmental analysis if the Greenville Yard site were part of the preferred alternative.

20.7 If an alternative including the Greenville Yard is selected as a preferred alternative, a project-level design would be developed that would identify the facility's footprint, including any potential setbacks from the property line. There is no reason to believe that construction of a maintenance yard at Greenville would eliminate or constrain any of the land management tools now being employed by the EBRPD.

The private lands surrounding the Brushy Peak Preserve, which at one point would have caused little concern if threatened by wildlife due to their open space character, now contain residential neighborhoods and isolated homes, with more development planned for the future. Livestock grazing will be used to minimize the potential for uncontrolled wildlife inherent in the dried, herbaceous vegetation by reducing the fuel load to manageable levels. Under these conditions, the land will be in compliance with county fire abatement standards. The regular presence of ranchers on the public land is also a deterrent to vandalism and arson fires.⁴⁰ It would appear that the existence of current structures to the east of the southern portion of the Preserve and within the Farber and Ahmed properties might already preclude the Preserve from using fires as a land management tool.

⁴⁰ East Bay Regional Park District. 2002. Brushy Peak Regional Preserve Land Use Plan. Oakland, California. June 20.

20.8 As discussed in Section 3.5, Visual Quality, of the Draft Program EIR, the standards of significance for determining visual impacts are based on the *CEQA Guidelines* and professional judgment (see page 3.5-14, paragraph 4). According to the threshold of significance for impacts related to view obstruction, a significant impact would occur in the event of a “substantial adverse effect on an important view or scenic vista that is normally experienced by large numbers of people” (see page 3.5-14, paragraph 4, second bullet).

In assessing potential view impacts to and within the extensive study area, BART focused on views that are experienced by the greatest number of people, and with the greatest potential to be impacted by the potential alignments. BART followed an analytical methodology that included field investigations, photosimulations, assessment of adopted local policies regarding designated view corridors, and professional judgment to identify key vantage points for the analysis. As noted on page 3.5-15, paragraph 3, each of these vantage points represents a “perspective looking directly at what would be a segment of the alignments from a principal viewer group.”

As noted on page 3.5-37, paragraph 4, views that *contain* Brushy Peak are considered scenic public views of importance. However, views *from* Brushy Peak are considered less than significant and were not analyzed in the Draft Program EIR for two reasons:

- 1) The total number and frequency of viewers from Brushy Peak is small and limited to daylight hours (8:00 a.m. to 6:00 p.m.), compared to those from selected vantage points such as I-580 or Downtown Livermore, which are constantly populated by viewers. Thus, Brushy Peak visitors were not considered a “principal viewer group.”
- 2) Due to the distance from the elevated public trails of Brushy Peak to the nearest alignment, and the low-profile of the alignments and Greenville Yard, views from Brushy Peak are not considered at great risk of impact. Brushy Peak itself is 3.1 miles from the site of the Greenville Yard, the BART feature nearest Brushy Peak Preserve. Laughlin Ranch Trail, which is the public trail nearest the Greenville Yard, is over 1.5 miles from the yard site. While these features would be visible to Brushy Peak visitors, they would not result in significant impacts to the expansive vistas currently available from Brushy Peak. Existing views of the Livermore Valley from public areas in Brushy Peak Preserve are sweeping, and prominently feature the developed industrial areas of Livermore located to the south of I-580. Construction of the Greenville Yard would extend the developed landscape to an undeveloped area north of the I-580, and would result in development of greater intensity than that which is currently visible from Brushy Peak. However, in the context of existing development, it would not significantly impact the expansive valley vistas currently available from Brushy Peak Preserve.

20.9 Please see Master Response 3 of this document regarding impacts to the Chain of Lakes area. A description of the EBRPD Master Plan Map has been added to Section 3.3, Land Use, under Applicable Plans and Policies, of the Draft Program EIR. Page 3.3-19 of the

Draft Program EIR is revised with the following new text, inserted after the second paragraph:

East Bay Regional Parks District (EBRPD) 2007 Master Plan Map. The EBRPD is currently updating the written portion of its 2007 Master Plan, which will ultimately define the District's vision, prioritize future expansion, and provide policies and guidelines to implement that expansion. Although the written portion of the Master Plan is not complete, the 2007 Master Plan Map has been officially adopted by the EBRPD Board of Directors. This map identifies potential future EBRPD parklands and trails, including several potential regional trails that would intersect the Chain of Lakes area. The El Charro aerial structure included in Alternatives 1a, 1b, 2a, 3a, and 5 would pass over these future trails and would not impede movement along the trails.

All five alternatives through the Chain of Lakes area (Alternatives 1a, 1b, 2a, 3a, and 5) would cross over the area in an aerial structure of up to 42 feet in height. Movement beneath the structure and visual connectivity from either side of the structure would be allowed by this design. Therefore, as summarized in Table 3.3-6, none of the alternatives would have significant impacts related to the physical division of property or community. In addition, as indicated by Mitigation Measures TR-8.1 and TR-8.2, BART will adopt measures to reduce future significant impacts if the preferred alternative is found to impact future trails that exist at the time of the project-level environmental review.

As noted in Table 3.5-2, the aerial structure would result in only intermittent view blockage, and was not found to constitute a significant visual impact. Although the aerial structure would be a prominent visual feature of the Chain of Lakes landscape (see page 3.5-25, paragraph 1), it would not significantly impact future recreational users' views from within the Chain of Lakes area due to its height relative to future trail users on the ground and the allowance of long range views through the aerial guideway support columns. For the same reason, there is no indication that the BART aerial structure would have a significant impact by shading the "solar access" of future recreational users.

- 20.10 Future regional trails identified on the 2007 EBRPD Master Plan Map that could potentially be affected by the El Charro aerial structure, include the Doolan County to I-580, Arroyo Mocho, San Joaquin County to Shadow Cliffs and Shadow Cliffs to Morgan Territory trails. Although the exact design and visual quality of these trails cannot be assessed because only the map of the 2007 EBRPD Master Plan has been adopted, it is assumed that the visual resources along these future trails would be generally equivalent to the existing visual resources in the area, as assessed in the Draft Program EIR. As noted in Table 3.5-2, the aerial structure would have minimal impacts related to the disturbance of scenic resources. None of the alternatives would have a significant impact related to scenic resource disturbance, because the majority of the alignments would be constructed within the I-580 median (page 3.5-42, paragraph 2), and corridors outside the I-580, such as the El Charro Road and UPRR/SPRR corridors, are devoid of significant scenic

resources (page 3.5-42, paragraph 3). Finally, none of the station areas or yards contain scenic resources (page 3.5-43, paragraph 2).

If an alternative through the Chain of Lakes is selected as the preferred alternative, the visual impacts of the preferred alternative will be assessed in greater detail during the project-level environmental review process (please refer to Master Response 1 of this document, regarding future project-level environmental review).

20.11 Please see Master Response 3 which addresses the Chain of Lakes area including noise impacts and compatibility with future land uses such as future trails. Although Mitigation Measure NO-1.1 requires installation of noise attenuation measures by BART to substantially reduce or avoid impacts related to noise, insufficient information is available at the program level to conclude with certainty that mitigation is feasible or measures are available to reduce all impacts to a less-than-significant level. Therefore, the noise impacts at the El Charro Road alignment are considered potentially significant and unavoidable for the small number of residences located there (see Draft Program EIR, page 3-10-52). Response 20.11 also provides more information regarding potential impacts to recreational uses such as trails.

20.12 Please see Master Response 3 which addresses the Chain of Lakes area, including noise impacts and compatibility with future land uses such as future trails. There are also existing trails along portions of Stanley Boulevard running through the Chain of Lakes. In addition, existing trails are located near the proposed alignments near Los Positas Road south of I-580 and along limited portions of the existing railroad tracks. The Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment guidelines define places for meditation or study associated with recreational facilities as Land Use Category 3 sensitive receptors, which must be analyzed for potentially significant noise impacts. However, bikers and hikers on the trails would not be expected to meditate or study on these trails and so impacts were not separately analyzed for these types of uses. However, other recreational facilities connected to these trails (e.g., parks) may be considered sensitive receptors and those have been evaluated in the Draft Program EIR; see pages 3.10-22 through 3.10-53 (including Table 3.10-12 and 3.10-14 for a summary). In addition, Master Response 3 addresses potential noise impacts to receptors in the Chain of Lakes area where new recreational facilities may be built. As noted in Response 20.10, above, the Draft Program EIR requires mitigation for such noise impacts, but concludes that they are potentially significant and unavoidable for residents along the El Charro alignment.



Letter 21

Livermore Amador Valley Transit Authority

January 20, 2010

Mr. Malcolm Quint
 Bay Area Rapid Transit District
 300 Lakeside Drive, 16th Floor
 Oakland, CA 94612

Re: BART to Livermore Draft Environmental Impact Report

Dear Mr. Quint:

Thank you for the opportunity to comment on the BART to Livermore Draft Environmental Impact Report. BART is a valued transit partner of the Livermore Amador Valley Transit Authority (LAVTA) and the two agencies have worked well together interfacing our systems at the East Dublin/Pleasanton BART station and the soon-to-open West Dublin/Pleasanton station.

LAVTA currently operates nine bus routes in the City of Livermore. All LAVTA Livermore bus routes serve LAVTA's transit center located in Downtown Livermore adjacent to the Altamont Commuter Express (ACE) Station on Railroad Avenue in the heart of Downtown Livermore. With the addition of a BART Station in Downtown Livermore, the Downtown area would become a multimodal transit hub, linking BART, ACE, and LAVTA and providing passengers with a high level of convenience to access destinations locally in the Tri-Valley and regionally in the Bay Area and Central Valley.

A downtown station would require no rerouting of LAVTA bus routes and LAVTA would likely not incur additional operating costs by providing transit to the downtown location. A downtown station would create automatic BART feeder routes out of the nine local routes operating in Livermore as well as LAVTA's new Rapid service that will begin service in winter 2011.

21.1

In contrast, proposed station locations at Vasco Road, Greenville Road, Isabel Avenue/I-580, and Isabel Avenue/Stanley Boulevard are served by only one or two bus routes and would require significant rerouting of LAVTA buses to provide a necessary level of service to those locations. Rerouting buses to serve a non-downtown station would likely drive up operating costs due to extending routes and rerouting buses away from the core of the city to peripheral areas as well as possibly requiring LAVTA to implement new feeder routes to meet demand. Serving locations on the edge of Livermore would also be less productive than service to a downtown station because the routes would travel longer distances in areas with less dense residential and commercial development with lower ridership potential. Because of possible cost increases associated with serving non-downtown stations, LAVTA would expect BART to assist in mitigating additional service costs.

1362 Rutan Court, Suite 100 • Livermore, California 94550
 (925) 455-7555 • fax (925) 443-1375
 www.wheelsbus.com

21.1

LAVTA understands that many in the community are concerned about the impacts of a downtown station if it serves as the end-of-line station, and for this reason, many are supportive of continuing the line to an eastern terminus at Greenville or Vasco. In this situation, LAVTA could easily integrate with BART at the downtown station, as noted above, but it may also be desirable to feed the end-of-line station as well. Again, LAVTA would expect BART to mitigate the potential of increased operating costs due to re-routing of existing service or creation of new feeder routes to the end-of-line station wherever it may be located.

The EIR process will be challenging and we realize that BART must look at many variables including land use, noise and visual impacts, cost, ridership potential, etc. in making a preferred alignment and station location choice. LAVTA's comments are only in regard to BART's impact on local transit service in Livermore.

We look forward to working with BART on this major extension project that presents a great potential to improve mobility and transit access.

Sincerely,



Paul Matsuoka
Executive Director
LAVTA

Cc: LAVTA Boardmembers

Letter 21 Livermore Amador Valley Transit Authority

- 21.1 The purpose of a Program EIR is to provide a comparison among the alternatives under consideration. For this reason, a detailed evaluation of the bus service changes that would be desirable to coordinate the BART and LAVTA systems was not conducted. Nevertheless, Impact TR-5 beginning on page 3.2-134 of the Draft Program EIR includes an analysis of impacts on bus services, including LAVTA. Once a proposed project is identified, a project-level EIR would be prepared. At that point, BART and LAVTA would work together to prepare a revised service plan, and issues of service and costs would be addressed. Because there is an existing LAVTA transit center adjacent to the proposed BART station in Downtown Livermore, those BART extension alternatives with a Downtown Livermore Station (1a, 1b, 2a, 2b, 3, and 3a) would likely require less revision to LAVTA's service plans than those alternatives that do not have a downtown station.



Letter 22

**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bori MetroCenter
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January 21, 2010

- Scott Haggerty, Chair*
Napa County
- Adrienne J. Tinsley, Vice Chair*
San Mateo County
- Tom Aronson*
U.S. Department of Housing
and Urban Development
- Tom Borer*
Cities of Marin County
- Dean J. Chu*
Cities of Santa Clara County
- Dave Corbett*
Association of Bay Area Governments
- Chris Daly*
City and County of San Francisco
- Bill Dault*
Napa County and Cities
- Dorrie M. Giacopini*
U.S. Department of Transportation
- Federal D. Glover*
Contra Costa County
- Anne H. Mahood*
San Francisco Bay Area
and Development **22.1**
- Steve Kimsey*
Marin County and Cities
- Soe Lemport*
Cities of San Mateo County
- John Mackenzie*
Butte County and Cities
- Jan Rubin*
San Francisco Mayor's Appointee
- Bijan Karimi*
State Business, Tax
and Housing **22.2**
- James P. Spring*
Solano County and Cities
- Amy Reinhardt*
Cities of Contra Costa County
- Ken Rogge*
Santa Clara County
- Steve Heminger*
Executive Director
- Ann Flewer*
Deputy Executive Director, Policy
- Andrie B. Frosoler*
Deputy Executive Director, Operations

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland, CA, 94612

RE: MTC Comments on BART to Livermore Draft Program EIR

Dear Mr. ^{Malcolm} Quint:

MTC staff has reviewed the BART to Livermore Draft Program EIR. We commend BART staff for forging ahead with a comprehensive evaluation and environmental assessment of BART extension alternatives in the Tri-Valley Corridor. We also appreciate your efforts to coordinate this project with the California High-Speed Rail Authority's Altamont Corridor Project. MTC staff comments on the BART to Livermore Draft Program EIR are outlined below.

- Under the Methodology section of Chapter 3.2 Transportation, it is noted that the ridership forecasts were based on the existing BART network plus the BART projects contained in MTC's financially constrained Regional Transportation Plan (RTP) prepared in 2002. As such, the Silicon Valley Rapid Transit Project was excluded from the network assumptions because it is unfunded. MTC's current RTP is the Transportation 2035 Plan adopted in April 2009; the 2035 network in this financially constrained RTP includes the BART extension from Fremont (Warm Springs) to San Jose/Santa Clara. Please explain why the 2035 network used in this transportation assessment is not congruent with the 2035 network from the current RTP. Also, please explain how the ridership analysis for the BART to Livermore extension alternatives change if this BART extension to San Jose/Santa Clara project was included.
- The BART to Livermore extension falls within the scope of the Tri-Valley Access Project (RTP ID 23008), which is included in MTC's Resolution 3434 Regional Transit Expansion Program. Please add a reference to the Resolution 3434 Transit-Oriented Development Policy under the Applicable Policies and Regulations section of Chapter 3.3 Land Use. More specifically, please also discuss how the various alignment options meet the corridor-level thresholds for housing as defined by this TOD Policy.

MTC staff appreciates the opportunity to provide you with our review comments on the Draft EIR. Please call me at 510.817.5790 if you have any questions.

Sincerely,

Doug Kimsey
Planning Director

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Letter 22 Metropolitan Transportation Commission

- 22.1 Please refer to Master Response 2 of this document; the section on the transit and highway network explains why the BART extension to San Jose/Santa Clara was not part of the No Build Alternative. If the BART extension to San Jose/Santa Clara had been included, it is likely that there would have been an increase in the BART ridership forecast for all the alternatives. However, since all of the alternatives were tested with the same assumptions about future transit improvements, adding the BART extension to San Jose/Santa Clara into the analysis would likely have a uniform impact across the alternatives and would not change the relative differences in ridership among the alternatives.
- 22.2 MTC Resolution #3434 is described in Chapter 5, Program Merits, of the Draft Program EIR. Beginning on page 5-14, and continuing through the end of the section (page 5-19), the degree to which each alignment meets the resolution's corridor-level housing thresholds is assessed. However, it should be noted that none of alignments would fully satisfy the housing thresholds. For clarity, the following text is added beneath the first paragraph of page 3.3-19:

Regional Transit-Oriented Development Policy. BART System Expansion Policy and MTC Resolution #3434 are described in Section 5.4, Regional Transit-Oriented Development Policy. The application of these policies to each program alignment is also analyzed in Section 5.4.

Letter 23



Alameda Creek Alliance

PO Box 2626 | Niles, CA | 94536 | (510) 499-9185
 e-mail: alamedacreek@hotmail.com
 web site: <http://www.alamedacreek.org>

January 21, 2010

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 18th floor
 Oakland, CA, 94612

Re: BART to Livermore Extension Draft Program Environmental Impact Report

Dear Mr. Quint:

The Alameda Creek Alliance offers the following comments on the BART to Livermore Extension Draft Program Environmental Impact Report (DPEIR). The Alameda Creek Alliance is a community watershed group dedicated to the protection and restoration of the natural ecosystems of the Alameda Creek watershed, with over 1,750 members that live in or near the watershed. The Alliance has been working to restore steelhead trout and salmon to Alameda Creek and to protect endangered species in the watershed since 1997.

Biological Resources

23.1

Avoidance of impacts to biological resources should be the primary focus of mitigating the impacts of any project. The DPEIR should focus on minimizing the need to mitigate for impacts to all biological resources, but put the greatest emphasis should be put on avoidance of impacts to special status species. Mitigating for impacts to wetlands is critical, but avoidance of impacts to special status species should be the highest priority of project design and analysis.

As this DPEIR is the prelude to a project level draft environmental impact report (DEIR), studies to determine presence or absence of special status species and their suitable habitat, and wetland delineations should take place before the final version of the DEIR is released for public review. Without these studies being made available along with the DEIR it will not be possible to properly interpret the analysis and conclusions of the DEIR.

23.2

We have concerns that the analysis does not fully assess the noise impacts of the proposed project. The DPEIR states that "The study area for biological resources is defined as those areas where any permanent feature is proposed and includes a 500-foot buffer from the centerline of the proposed BART tracks, yards, and station areas." Given the noise level generated by the BART system, does a 500-foot buffer accurately cover the area of impacts of the project? Particularly for raptors and other birds, do the impacts of the project extend beyond the 500-foot area?

Page 2
Malcolm Quint

January 21, 2010

23.3

Environmentally Superior Alternative

With avoidance of impacts to biological resources preferable to mitigation, the Portola alignment would appear to have the lowest potential for impacts to special status species. The underground Portola alignment also will greatly reduce the noise impacts of the proposed project. Any of the proposed alignments that use the El Charro Road route through the Chain of Lakes will have the greatest potential impacts to stream and riparian habitat for steelhead trout and other sensitive aquatic species. We recommend that the El Charro Route be removed from consideration due to significant biological impacts. The Greenville area has a number of potential biological impacts that may be difficult to mitigate due to the unique ecology and biological resources of this area. The proposed location for the BART corporate yard and maintenance facility is in a significant habitat area for several species of protected raptors, including golden eagles and burrowing owls.

We recommend that BART choose an alignment that avoids biological impacts to the maximum degree possible, minimizes unavoidable impacts, and fully and appropriately mitigates for any biological impacts of the proposed Livermore extension.

Sincerely,

Ralph Kanz
Conservation Director

Letter 23 Alameda Creek Alliance

23.1 Habitat and wetland assessment at a level appropriate for programmatic evaluation of impacts to biological resources are discussed in the Draft Program EIR on page 3.9-4. Additional surveys and wetland delineation will be conducted as part of the project-level environmental evaluation and will examine conditions existing at that time, as well as impacts of a more specifically defined project. Please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses.

23.2 Within the Draft Program EIR, the 500-foot area buffer was chosen due to the urban nature of the BART extension alternative routes and alignments as explained below.

- Alternatives 1a, 1b, 2a, and 5 would traverse El Charro Road, which is adjacent to the quarry area, and thus, wildlife species occurring in the area are already habituated to the quarry operational noise and activity, including crushers, trucks, etc.
- Alternatives 1a, 1b, 2, 2a, and 2b would use or be alongside either the SPRR or the UPRR rights-of-way, and thus, wildlife species occurring within those areas would have already been accustomed to noise from freight and passenger trains that travel on the routes.
- Alternatives 1, 2, 2b, 3, and 4 would use the median of I-580 for considerable distances, and wildlife species living adjacent to the I-580 corridor are habituated to the noise and vibration from the airport, and auto and truck traffic.
- For those alternatives that include the Greenville East Station, the industrial uses in the area have been ongoing, and thus, wildlife species in proximity to the area have most likely been habituated to the noise and traffic from these land uses.

If the 500-foot area buffer had been enlarged, it would have incorporated much more of the urban and industrial areas within the cities of Dublin, Pleasanton, and Livermore. Due to the urban nature of the study area, the 500-foot buffer was deemed appropriate.

23.3 BART agrees that avoidance of biological impacts where feasible is preferable to mitigation. As outlined in Section 1.4 of this document, a new alternative has been introduced, Alternative 2b, which would be in subway under Portola Avenue. Alternative 2b is identified as the environmentally superior alternative in Section 1.4 of this document, since it would reduce or avoid impacts associated with other alternatives. Particularly, Alternative 2b would avoid impacts to Arroyo Mocho, and thus also impacts to steelhead trout and other aquatic species. Alternative 2b would include a maintenance yard east of Vasco Road and, thus, avoid the biological sensitivity of the Greenville Yard site. Please refer to Master Response 7 of this document regarding the Greenville Yard and the studies and actions that would occur if this site were chosen by the BART Board of Directors.

Letter 24



0
01/21/2010 04:01 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 17:01:50

First_Name: Andy
Last_Name: Chow
Email: andychow@pobox.com

Message: Dear Mr. Quint:

We would like to thank you for the opportunity to provide comments on the Program EIR for the BART-Livermore project.

24.1

- If this project needs to be completed in phases, we recommend consideration of alternatives that would connect with ACE during the first phase of the project.
- We recommend alignments that would serve Downtown Livermore.
- We oppose alternatives that use the I-580 Median exclusively. An ACE transfer point at Greenville Road necessitates higher project costs, reduce transit oriented development potential, and reduce alignment options for the future Altamont Rail Corridor project.

24.2

Although we support interconnections between rail systems, which this project would provide, we also recognize that we need preserve the transit services we have given the current economy and funding constraints. We urge BART to proceed with the project carefully to ensure that this project would not have an adverse financial impact on existing transit systems, and to bridge the connection with ACE/Altamont Rail Corridor in the most direct and cost-effective manner.

Andy Chow
President
BayRail Alliance

Submit: Submit

REMOTE_ADDR: 130.65.128.169
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.0; en-US; rv:1.9.0.15) Gecko/2009101601 Firefox/3.0.15

Letter 24 Bay Rail Alliance

24.1 This comment concerns the merits of individual project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative. Project phasing may also be considered at the time that a project EIR is prepared.

24.2 Funding for the BART to Livermore extension has not been established (see Master Response 8), but typically funding for major capital projects, such as a BART to Livermore extension, would come from separate sources rather than operating funds for existing transit services. Typically, funds for a capital improvement like the Livermore extension would not affect funding for operating and maintenance costs for existing transit.

Letter 25**California Native Plant Society**
East Bay Chapter
Conservation Committee

January 21, 2009

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland, CA, 94612

info@barttolivermore.org

RE: BART to Livermore Extension Draft Program EIR

Dear Mr. Quint:

The East Bay Chapter of the California Native Plant Society (EBCNPS) appreciates the opportunity to comment on the BART to Livermore Extension Draft Program EIR. The California Native Plant Society is a non-profit organization of more than 10,000 laypersons, professional botanists, and academics in 33 chapters throughout California. The Society's mission is to increase the understanding and appreciation of California's native plants and to preserve them in their natural habitat through scientific activities, education, and conservation.

EBCNPS congratulates BART on its undertaking of such a significant challenge. Our organization believes that reliable and affordable public transit can better protect natural resources and build stronger communities. We thank your agency for taking the first step in planning a more coordinated public transit system in the East Bay.

General Considerations

For many years, our organization and its dedicated members have devoted thousands of hours toward helping understand and protect the resources of the Livermore Valley. Our members have reviewed planning documents, reported botanical information collected in the field, organized field trips, removed noxious and invasive vegetation in natural areas, and helped teachers communicate the values of this area. In this time, we have also observed impacts and disturbance to many of the natural resources we have come to treasure for their rarity, uniqueness, and sense of place.

The Livermore valley sits at the intersection of the wet Coastal Range and the dry Central Valley. The confluence of climatic factors, soils, and cultural history have created a unique set of resources that are unlike any other in the Bay Area. Many of the resources that once dominated this landscape are perishing or are already gone.

East Bay Chapter – California Native Plant Society – P.O. Box 5597, Elmwood Station, Berkeley, California 94705



California Native Plant Society

East Bay Chapter
Conservation Committee

Notably, the expansive marshes of the Pleasanton area, Dublin's vernal pools, the dryland farming and grazing operations throughout the valley, and the vernal pools, alkaline sinks and saline ecosystems of the valley bottom. EBCNPS is committed to helping preserve the remnants of these natural resources.

Goals and results of the proposed project

- 25.1 The following PDEIR presents a plan to bring BART to areas of the eastern East Bay. This area is in need of transportation alternatives, such as the services BART offers. The I-580 corridor from Dublin to Altamont pass is known to have egregious travel conditions (traffic) during rush hour. Given the analysis of this project, none of the alternatives seem to reduce traffic along the entire corridor, to "acceptable conditions" (pg. 19, DPEIR presentation – November 6th, 2009). In all cases, it seems that traffic along I-580 will actually be impacted from First street towards Altamont. This finding calls into question the value of this project towards reducing traffic congestion. How does BART justify additional traffic and growth inducing impacts to the local communities?
- 25.2 **Dry Nitrogen deposition**
EBCNPS sees no analysis of the impact of increased nitrogen deposition on adjacent lands. Since this project will greatly increase traffic, the impact of dry nitrogen deposition on plants, weed invasion, and rare plant habitat must be clearly stated and mitigated appropriately. This document fails to address nitrogen impacts appropriately.
- 25.3 **Livermore's Urban Limit Line**
Certain alternatives presented in the PDEIR require development to extend beyond the existing urban limit line (City Limits). This extension of the project beyond the City Limits is currently in violation with the Livermore General Plan. Since this was a voter-approved line, we believe an amendment to the current boundary will require a popular vote. How will BART work around this current law, and who will absorb the costs of changing this law (i.e. election, public meetings, etc.).
- 25.4 **Mitigations**
EBCNPS asks that BART adopt a mitigation strategy that benefits the great Livermore Valley. We see an opportunity to mitigate biological impacts from this project in a way that will meet federal and state guidelines while also thinking about habitat protection on the landscape level (regional conservation planning). We hope that BART will continue to work with local non-profits and organizations such as Friends of Springtown Preserve, the TriValley Conservancy, and CNPS in order to help provide ideas for mitigation that is appropriate for this level of impact.

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California Native Plant Society
 East Bay Chapter
 Conservation Committee

Specific Considerations

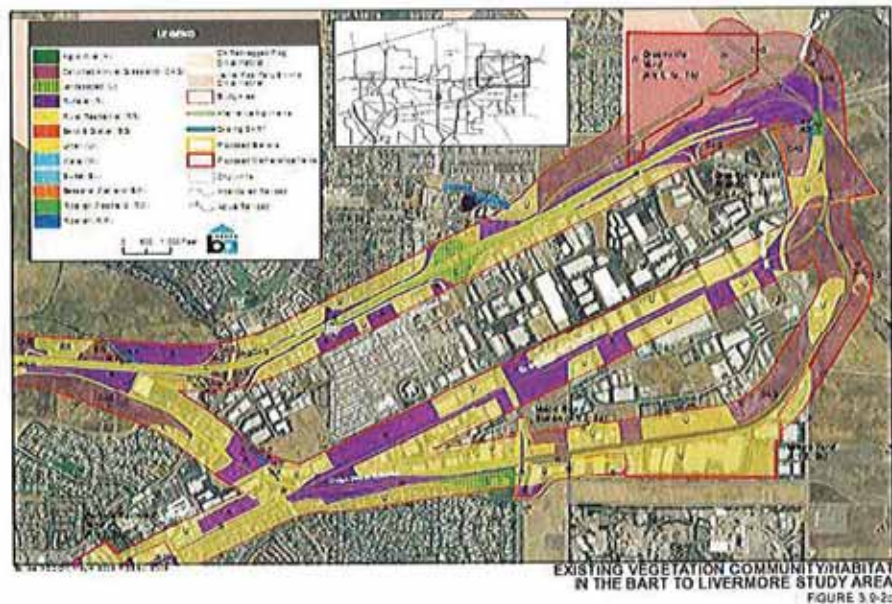
25.5 ■ **Classification of "urban" habitat**

In Figure 3.9-2c, there is a land use/cover classification which is denoted as "urban". EBCNPS knows that many "urban" sites may provide habitat for some rare plants that are encouraged by disturbance. Livermore tarplant (*Deinandra bacigulupi*) is one such plant. This late season tarplant is endemic to the Livermore Valley and its distribution is limited to only a few occurrences. EBCNPS asks that focused biological surveys (in addition to CDFG and FWS requirements) include ruderal and urban habitats with a specific eye on Livermore tarplant.

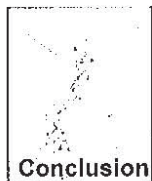
25.6 ■ **Red-legged frog and vernal pool fairy shrimp critical habitat**

Several alternatives cite the "Greenville Yard" in critical habitat for at least two federally protected species (Red-legged frog and vernal pool fairy shrimp). Figure 3.9-2c (reproduced below) depicts the Greenville Yard on top of critical habitat. The destruction of critical habitat for federally listed plants and animals is a significant impact. EBCNPS believes this is a significant and unmitigable impact in this area. We ask that the document clarify how the City and local agencies would address this in a statement of overriding concern and propose reasonable mitigations.

Reproduction of Figure 3.9-2c from DPEIR



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California Native Plant Society
East Bay Chapter
Conservation Committee

EBCNPS understands that the release of this document is but the first step in an on-going process. We are encouraged by BART's undertaking of this difficult job of bringing better public transit to the Bay Area. We look forward to working together with BART on this project. Please do not hesitate to call us.

Sincerely,

Lech Naumovich
Conservation Analyst
East Bay Chapter of the California Native Plant Society
PO Box 5597
Berkeley, CA 94705
510 734-0335

East Bay Chapter – California Native Plant Society – P.O. Box 5597, Elmwood Station, Berkeley, California 94705

Letter 25 California Native Plant Society

25.1 Please see Figure 3.2-5 in Section 3.2, Transportation, of the Draft Program EIR. This figure illustrates that under the No Build Alternative, many of the freeway segments would operate at unacceptable levels of congestion. Only those segments that are colored red would represent a deterioration of freeway levels of service. All BART extension alternatives would result in segments that become more congested than under the No Build Alternative; however, most segments would either remain the same or improve, compared to the No Build Alternative. In general terms, the beneficial effects of the alternatives on I-580 and the arterial street network in the study area far outweigh the impact of the added trips over the Altamont Pass. While the alternatives would cause some increase in traffic delay and congestion in some locations, overall they support the program objective of alleviating regional congestion. The BART extension alternatives in combination with ACE provide an alternative mode of transportation for travel between Alameda and San Joaquin Counties. While this could be viewed as potentially growth inducing, the magnitude of the existing shortfall in highway capacity versus demand over the Altamont Pass is already very large. A BART extension would mainly serve to address this existing travel demand problem, offering an environmentally superior alternative for those who travel on I-580.

The purpose of the Draft Program EIR is to identify and compare these impacts for each of the alternatives. This information can be used to help identify a proposed project which would then be subject to a more detailed project-level EIR, or it could result in a decision not to proceed with further development of a project, based upon the overall findings related to each of the alternatives.

25.2 The commentor is correct that the Draft Program EIR did not evaluate the potential for the project to increase dry nitrogen deposition on lands adjacent to the alignment alternatives. However, the comment that the BART to Livermore extension “will greatly increase traffic” is not correct. The extension is predicted to reduce overall regional daily traffic within the Bay Area and San Joaquin County by between 400,000 and 850,000 vehicle miles traveled, as commuters shift their mode of transportation from automobiles to BART. The reduction in vehicle miles traveled reduces regional NO_x emissions from motor vehicles, thereby reducing regional NO₂ concentrations in the atmosphere. Hence, the region as a whole would be expected to experience a decrease in dry nitrogen deposition.

As discussed in the Draft Program EIR, there will be some local increases in traffic near proposed stations and roadways leading to the stations. However, the comment does not suggest, or provide any evidence indicating, that the rate of dry nitrogen deposition may be affected either positively or negatively by such localized changes in traffic volumes, that localized changes would be large enough to locally offset the regional-wide decrease attributable to the extension, or that any adverse impacts to vegetation may result from such changes. Thus, the possibility of any such impacts is speculative.

In addition, the secondary National Ambient Air Quality Standard (NAAQS) for NO₂ (see page 3.11-4 of the Draft Program EIR) is designed to protect “public welfare,” which includes protecting soils and vegetation. The secondary standard for NO₂ is an annual arithmetic mean of 0.053 parts per million (ppm). The Livermore Air Quality Monitoring Station measured an annual average NO₂ concentration of no more than 0.014 ppm, which is only 26 percent of the secondary standard (see page 3.11-6 of the Draft Program EIR). As shown on page 3.10-62 of the Draft Program EIR, peak traffic volumes are expected to increase by between 0 and 40 percent at intersections affected by the project. Given that local NO₂ levels would need to increase by more than 300 percent to exceed the secondary ambient air quality standard, the predicted localized traffic increases would not be expected to result in exceedances of the NO₂ standard or cause adverse impacts to the public welfare.

- 25.3 The Draft Program EIR provides a discussion of the nine alternatives and which ones would affect Livermore’s Urban Growth Boundary (UGB). Figure 3.3-4 of the Draft Program EIR illustrates the location of the UGB. Section 3.3, Land Use, describes the goal of the UGB as limiting the encroachment of urban development into open space (see page 3.3-20, paragraph 1), includes the County’s *General Plan* policies related to the UGB (see page 3.3-20, paragraphs 3, 4, and 5), and outlines the passage of Measure D as indicative of residents’ desires to preserve open and agricultural land (page 3.3-20, paragraph 2). The Draft Program EIR also states that a key environmental consideration of Alternatives 1, 1a, 1b, 2, and 3 is that the Greenville East and Isabel/I-580 Station Areas extend beyond the UGB (see Table S-2). As stated in the Draft Program EIR, BART agrees that modifications to the UGB to allow urban uses would require voter approval and annexation of unincorporated land (see page 3.3-44, paragraph 2).

As suggested by the title of Table S-2, *Comparative Summary of Key Environmental Considerations*, all characteristics in the table are considered “major environmental issues,” and are described in the Draft Program EIR (see page S-11, paragraph 3). Included in Table S-2 is the potential conflict between the Greenville East Station footprint and the UGB, specifically to call readers’ attention to the issue such that they may easily compare what BART considers the key environmental differentiators among the alternatives, and allow the reader to assess the analysis in a critical manner.

Identification of such issues is the intended result of the program-level environmental review process, and will be considered in the selection of a preferred alternative. Notwithstanding the above, it is important to recognize that, any changes to the UGB would need to be made by the local jurisdiction and not by BART.

- 25.4 The specific details of mitigation required to address significant impacts will be developed after a preferred alternative is selected, when a project-level EIR is prepared. BART will consider all comments from local nonprofit and other organizations which may have suggestions regarding mitigation.

- 25.5 BART concurs that focused biological surveys would be necessary at the project-level environmental evaluation. Mitigation Measure BIO-2.1 of the Draft Program EIR states that, "BART shall retain a qualified botanist to conduct plant surveys within the construction zone for special-status species..." The construction zone of the selected alternative would include the various habitat types (grassland, urban, ruderal, etc.) mapped in the Draft Program EIR.
- 25.6 Please refer to Master Response 7 of this document, regarding the Greenville Yard and Master Response 1 for a discussion of program- versus project-level mitigation measures. As the lead agency under CEQA, the BART Board of Directors is the governmental body that would adopt a "statement of overriding considerations" and mitigation measures as part of project adoption. Other local jurisdictions, such as Alameda County and the cities of Livermore and Pleasanton will continue to be involved in the environmental review process at the project level. However, regarding impacts on federally listed vernal pool shrimp and California red-legged frogs, the primary agency for consultation is the U.S. Fish and Wildlife Service, as reported in Mitigation Measures BIO-4.2 and BIO-5.1 on pages 3.9-62 to 3.9-66 of the Draft Program EIR.

Letter 26



CONTINUING LIFE
COMMUNITIES

2180 Sand Hill Road | Suite 100 |
Menlo Park, CA 94025

January 20, 2010

Malcolm Quint
BART Planning Department
300 Lakeside Drive
Oakland, CA 94612

Re: BART to Livermore Extension Draft Program Environmental Impact Report (State Clearinghouse No. 2008062026) dated November 2009

Dear Mr. Quint,

Thank you for the opportunity to review and comment on the BART to Livermore Extension Draft Program Environmental Impact Report (State Clearinghouse No. 2008062026) dated November 2009 ("DPEIR").

My name is Tobias Mellows, Vice President with Continuing Life Communities ("CLC"). CLC, with final PUD approval from the Pleasanton City Council, will build, own and operate a continuing care retirement community on a portion of Staples Ranch. As a stakeholder, CLC wish to have the following comments on the adequacy of the DPEIR made a matter of record.

Background: Since 2004, the City of Pleasanton has been working in close cooperation with the Alameda County Surplus Property Authority (ACSPA) regarding the development of a mixed use 124-acre development in East Pleasanton referred to as "Staples Ranch." This cooperation has also involved close cooperation with a number of project developers, including Continuing Life Communities. The City of Pleasanton has also worked closely with the City of Livermore and Vulcan Materials and it has entered into an agreement with these parties regarding cooperation and cost sharing for project infrastructure improvements at El Charro Road.

In early 2009 the Pleasanton City Council adopted the Stoneridge Drive Specific Plan Amendment and its environmental impact report and the City Planning Commission has approved the project Planned Unit Development applications for certain of the projects, including that of CLC. The City closed the extended public comment period on its Draft Supplement to the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR (State Clearinghouse No. 2006062053) on December 30, 2009 and anticipates City Council review and action on the entire Staples Ranch development in February 2010. While our project has been long in the making, it's nearing the final stages of project approval. Construction of the project could begin in 2010.

Upon review of the DPEIR, CLC has concerns that certain alignment alternatives have the potential to impact all of the environmental mitigation planning that has occurred to assure the continuing care retirement community provides a high quality living environment for the many senior citizens that will reside at that development and that those alternatives have not been adequately analyzed.

The five alignments are:

- 1a. Downtown Greenville East via UPRR
- 1b. Downtown Greenville East via SPRR
- 2a. Downtown-Vasco
- 3a. Railroad
- 5. Quarry

All five alignments anticipate an aerial structure and encroach on Staples Ranch. While there is one alignment alternative that anticipates a subway to minimize the impact on areas in Livermore, none of the five El Charro alignments are subway.

26.1

Specifically, the General Plan Land Use Designations In BART to Livermore Study Area - Figure 3.3-5 of the DPEIR ignores the land use changes made by the Stoneridge Drive Specific Plan Amendment mentioned above and in the DPEIR and misidentifies the land use on Staples Ranch. As a result no analysis has been conducted to understand the visual, noise and vibration impacts to the sensitive receptors (high density residential use) on Staples Ranch. In addition, assumptions regarding noise impacts to Staples Ranch can not be made accurately based on impacts to residential areas elsewhere on the alternative routes because nowhere else do the same conditions exist. That is, noise generated on the tightly curved elevated section proposed at I-580/El Charro has not been analyzed.

Section 3.10 Noise and Vibration is also inadequate in that it fails to analyze the impact on sensitive receptors from track maintenance. It is my understanding that track maintenance is conducted during the very early hours of the morning, a time at which ambient noise is at its lowest and that certain maintenance tasks can be very loud. This noise source should have been included in the analysis in Table 3.10-8 and Table 3.10-9

26.2

To assure that the interests of future Staples Ranch residents are fully considered, we are requesting that all impacts to Staples Ranch be fully analyzed and included in the DPEIR prior to the time at which the BART Board of Directors review the Preferred Alternative Memorandum.

Sincerely,



Tobias Mellows
Continuing Life Communities

Copy: Pat Cashman – ACSPA
Nelson Fialho – City of Pleasanton

Letter 26 Continuing Life Communities

- 26.1 See Master Response 4, for a discussion of potential noise and vibration impacts to the Staples Ranch site.
- 26.2 Track maintenance is a necessary part of BART operations and can only be done during the hours when BART is not running trains. Typically, this maintenance is done between 12:00 am and 7:00 am. Noise impacts to residential receptors are based on average day-night noise levels with noise levels between the hours of 10:00 pm and 7:00 am being more heavily weighted. Regular maintenance done on tracks would be averaged with the noise generated by trains traveling on the tracks throughout the day. However, maintenance is sporadic and would not occur on a regular schedule. Maintenance operations that generate noise include engine noise from equipment, movement alarms on vehicles, and voices from maintenance personnel. Occasionally, there are activities such as rail resurfacing, which is more intense, but also more infrequent. Although infrequent, these activities could generate high peak noise levels at nearby residential uses along the BART alignment. These high noise levels would only be associated with the more intense, less frequent maintenance activities, and because of the infrequent nature would not substantially affect residents along the project corridor.

Letter 27

**DUBLIN CHAMBER OF COMMERCE
7080 Donlon Way, Suite 110
Dublin, California 94568
925-828-6200**

Bay Area Rapid Transit District
Board of Directors
E-mail: info@barttolivermore.org

January 14, 2010

Dear Honorable Members:

27.1

The Dublin Chamber of Commerce Board of Directors at their regular meeting of January 13, 2010 voted unanimously to support the Livermore BART extension. In addition, the Chamber Board strongly urges the BART Board of Directors to approve the I-580 alignment to Greenville Road because construction costs are considerably less, the ridership would be higher, as well as the Greenville site has ample space for parking and transit oriented development.

The Chamber feels the I580 freeway alignment would better serve the Tri-Valley business communities and its employees. The Greenville BART Station alternative would help alleviate the traffic congestion from Livermore to I-680, which has been documented as the second worst commute in the Bay Area.

The last four studies on BART to Livermore have recommended the freeway route because it is the alternative that serves the most people and costs the least.

Thank you for your consideration of the important matter.

Respectfully yours,

GREG BETTY, Chairman
Board of Directors
Dublin Chamber of Commerce

cc: Scott Haggerty
John McPartland

Letter 27 Dublin Chamber of Commerce

- 27.1 This comment concerns the merits of individual project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

Letter 28



0
01/21/2010 03:50 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, January 21, 2010 at 16:50:51

First_Name: David
Last_Name: Stark
Email: davids@bayeast.org

Message: I am writing on behalf of the Bay East Association of REALTORS. Bay East represents real estate professionals in southern and eastern Alameda County. Part of our mission is the protection and preservation of private property rights. The following are comments related to property rights issues related to the BART to Livermore Extension Draft Program EIR:

28.1

The Draft Program EIR (DPEIR) accounts for impacts caused by property acquisition, construction and operation of the Extension. The DPEIR should account for impacts on population and housing caused by the planning process itself. Specifically, the DPEIR must study how the mere discussion of potential routes may impact private property rights and property values.

While the construction and operation of the Livermore Extension may be years away, the preparation and adoption of route extension plans are already causing impacts not addressed in the DEIR.

Furthermore, the DPEIR should study the impacts to property rights and property values caused during the period between the establishment of the final and the actual construction and operation of the Livermore Extension. The DPEIR must study how "virtual easements" created by the preparation and adoption of Extension plans will impact property rights and property values.

28.2

Finally, the mitigation measures described on page 3.4-23 of the DPEIR fail to provide specific information related to the timing of these measures. The DPEIR should clearly describe the point in the extension process when impacted property owners are notified and when the acquisition and relocation process would begin.

The Bay East Association of REALTORS is willing to assist in any additional analysis needed to complete the DPEIR.

David Stark, Public Affairs Director
Bay East Association of REALTORS
7901 Stoneridge Dr. Ste. 150
Pleasanton, CA 94588

Submit: Submit

REMOTE_ADDR: 173.8.177.172
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1;

Letter 28 Bay East Association of Realtors

- 28.1 The Draft Program EIR in Section 3.4 analyzes environmental impacts related to population and housing as required by CEQA. However, CEQA focuses on impacts to the physical environment that may result from constructing and operating a project. CEQA does not require an analysis of private property values and how they may be affected by “mere discussion” of project location alternatives in the public planning process.
- 28.2 While most acquisitions likely will take place after the preparation of a future project-level EIR and adoption of a specific project, some property acquisition for right-of-way preservation is expected to occur following certification of the Final Program EIR and selection of the preferred alternative. As provided in Mitigation Measure PH-2.1 on page 3.4-23 of the Draft Program EIR, any property acquisitions by BART would be guided by the California Relocation Assistance and Real Property Acquisition Guidelines. These guidelines set forth mandatory minimum requirements for notice, appraisal, acquisition, and relocation payments and services to compensate for displacements resulting from public agency projects.

Letter 29



0
01/21/2010 10:23 AM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submil Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, January 21, 2010 at 11:23:11

First_Name: Debbie

Last_Name: Petersen

Email: e.hartouni@comcast.net

Message: To: Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeshore Dr., 16th floor
Oakland, CA 94612

From: Friends of Springtown Preserve
www.springtownpreserve.org

Re: Comments on the BART to Livermore Extension Draft Program Environmental
Impact Report - Biological Resources

Our organization, the Friends of Springtown Preserve, is a small grassroots group that has come together within the past several years for the purpose of educating and engaging the community in the preservation and sound management of the unique Springtown Alkali Sink ecosystem.

29.1

The alkali sink scrub and alkali grassland plant communities in Springtown are a result of unusual edaphic and hydrologic conditions and provide habitat for similarly rare, and frequently endemic, flora and fauna. These communities are among the "special community types" that are recognized in the California Natural Diversity Database (CNDDDB). At least one-fourth of identified alkaline soil ecosystems in North Livermore and adjacent unincorporated Alameda County have been extirpated by housing and road development. The balance that remains may either be imperiled directly, through development, or indirectly, via land uses that alter hydrological regimes essential to maintaining special habitat types on these soils.

All eight of the special-status plant species mentioned in the DPEIR are closely associated with alkaline soils and, in particular, with alkali sink scrub or alkali grassland habitats. However, the DPEIR does not address protection or mitigation of the alkali sink or grassland habitats themselves, even though these are the habitat types in which these plant species predominantly, or even exclusively, occur. Specifically, the "Bio-2.3" mitigation measure proposed in the DPEIR, "transplanting plants, collecting seed or clippings and replanting species in an on-site location", does not seem adequate if nearly irreplaceable and essential habitat is damaged or destroyed. We suggest that protection and/or mitigation of alkaline habitats, and not just the resident plant species, be explicitly addressed in the DPEIR.

The Friends of Springtown Preserve appreciate this opportunity to make comments and look forward to being part of the planning process for BART to Livermore in the future. If there are questions, please do not hesitate to

contact me at (925) 447-8848.

Sincerely,

Debbie Petersen
Member, Steering Committee
Friends of Springtown Preserve

Submit: Submit

REMOTE_ADDR: 24.130.251.229
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AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10

Letter 29 Friends of Springtown Reserve

29.1 Please refer to Master Response 7 of this document, regarding the Greenville Yard and the biological sensitivity of the area. BART acknowledges the importance of the alkali sink scrub and alkali grassland plant communities known to occur around the yard site. Two soil types have the potential to support rare endemic plants in the study area: Pescadero Clay and Solano Fine Sandy Loam. Based on the NRCS Soil Survey Map, the Greenville Yard site is outside of these two soil formations and would not affect alkali sink scrub or alkali grassland communities. However, some of the alternatives traveling in the median of I-580 and alternatives that would use the tailtracks east of the Vasco Yard would travel through Pescadero Clay and Solano Fine Sandy Loam soil units. These soil types and their plant communities would have to be verified to quantify the potential impacts. Table 4-5 presents the acreages of Pescadero Clay and Solano Fine Sandy Loam that could potentially be affected by BART extension alternatives. These acreages are included in the BART to Livermore extension study area of the total acreages presented in Table 3.9-5 in the Draft Program EIR under the Special-Status Plants and Habitats heading.

Table 4-5
Potential Alkali Soils Occurrences

Direct Impacts		
Alternative	Soil Type	Acres
Alternative 1 – Greenville East	Solano fine sandy loam	1.55
	Pescadero clay	0.09
Alternative 1a – Downtown-Greenville East via UPRR	Solano fine sandy loam	1.18
Alternative 1b – Downtown-Greenville East via SPRR	Solano fine sandy loam	0.61
Alternative 2 – Las Positas	Solano fine sandy loam	0.14
	Pescadero clay	0.09
Alternative 2a – Downtown Vasco	Solano fine sandy loam	0.14
Alternative 2b – Portola-Vasco	Solano fine sandy loam	0.46
Vasco Yard (Alt 1a, 2, 2a, 2b)	Solano fine sandy loam	0.75
Indirect Impacts		
Alternative 1 – Greenville East	Solano fine sandy loam	4.29
	Pescadero clay	
Alternative 1a – Downtown -Greenville East via UPRR	Solano fine sandy loam	3.28
Alternative 1b – Downtown – Greenville East via SPRR	Solano fine sandy loam	1.29
Alternative 2 – Las Positas	Solano fine sandy loam	0.84
	Pescadero clay	1.35
Alternative 2a – Downtown Vasco	Solano fine sandy loam	0.87
Alternative 2b – Portola-Vasco	Solano fine sandy loam	1.29
Vasco Yard (Alt 1a, 2, 2a, 2b)	Solano fine sandy loam	0.75

Source: NRCS, 2010.

Mitigation Measure BIO-2.1 would require BART to conduct a floristic survey for the selected alternative. Additionally, the surveys would have to be conducted in accordance with current CDFG and USFWS rare plant survey protocols. The CDFG protocol would require BART to conduct surveys for special-status plant species as well as natural communities.⁴¹ To offset impacts to alkali sink scrub and alkali grassland communities that support rare plants, Mitigation Measure BIO-2.3 is revised as follows:

BIO-2.3 Develop and Implement Mitigation in Consultation with CDFG if ~~Other~~ Special-Status Plants and/or Rare Natural Communities Are Found. If ~~other~~ special-status plant species (excluding palmate-bracketed bird's beak), or rare natural communities are found during the ~~rare plant~~ floristic surveys, BART shall notify CDFG. Mitigation shall be developed in consultation with CDFG and could include, but it is not limited to, measures such as avoidance, transplanting plants, collecting seed or clippings and replanting species in an on-site location, if feasible. In addition, to offset the impacts to rare plants and/or rare natural communities the project proponent could purchase mitigation bank credits through a resource agency approved mitigation bank. This measure shall also serve as the notification required under the California Native Plant Protection Act.

⁴¹ CDFG. 2009. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. November 24. Available on-line at http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf. Accessed May 4th, 2010.

Letter 30

21 January 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland, CA, 94612

SUBJECT: BART to Livermore EIR

The Livermore Chamber of Commerce has reviewed the subject document. Upon our review, we find the document has sufficiently identified and evaluated the potential impacts for the various project alternatives.

30.1 We also find that BART's communication and outreach program was thorough and provided an extensive opportunity to the regional communities to express their thoughts and concerns.

30.2 With respect to the various alternative alignments, the Chamber does not endorse any alignment that does not physically bring BART to the eastern boundary to Livermore, does not allow for an intermodal hub with the ACE train, or does not sufficiently contain the necessary components to secure local, State and Federal funding. We believe Alternative 1 and 3 to be superior to the other Alternatives offered and believe additional analysis and public outreach should be performed to further identify the best alignment with respect to the highest potential economic benefit to Livermore and the surrounding communities.

Thank you for the opportunity to review and comment on the subject document.

Respectfully submitted,

Dale Kaye
President/CEO
Livermore Chamber of Commerce

Ron Vyse
Chairman of the Board

Letter 30 Livermore Chamber of Commerce

- 30.1 This comment does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. No response is necessary.
- 30.2 This comment concerns the merits of individual project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

Letter 31



Jean King
<whjaking@comcast.net>
01/19/2010 08:32 AM

To info@barttolivermore.org
cc
bcc
Subject DEIR Bart to Livermore

Resolution of the Livermore Cultural Arts Council

approved on January 6, 2010

31.1

The Livermore Cultural Arts Council supports a downtown Livermore station as part of the BART extension between the Dublin Pleasanton Station and the city of Livermore because it would be broadly beneficial to the Arts in Livermore and the Tri- Valley region.

In addition the Council believes that the overall goals of the BART extension, including Transit Oriented Development, can best be met by coupling the down town station with a terminus station at the Vasco road ACE station and by underground linkage of the down town station with the BART line at the freeway.

Charles Hartwig, President
Livermore Cultural Arts Council

Letter 31 Livermore Cultural Arts Council

- 31.1 This comment concerns the merits of individual project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

Letter 32

Ohlone Audubon
 C/O Richard S. Cimino
 Conservation Chair
 1281 Ridgewood Rd.
 Pleasanton, Cal 94566-6150

January 18, 2010

Dear Malcolm Quint

Thank you for including the Ohlone Audubon in the early process of the Draft PEIR. I have taken your invitation serious with review of the documents BART has provide For the public review process.

I have also been watching the Amador Valley public pulse in our local newspapers as to the acceptance of the various proposed plans routes BART out lines. I do work closely with all the city governments in the valley. I do need to consider the over all bigger civic impact and there is strong opinion in Pleasanton against the El Charro route.

Ohlone Audubon at this time has no favorite BART route. We will continue to be engaged with BART during the planning process.

■ But for sure Ohlone Audubon is against the El Charro route due to its impact on future City of Pleasanton native gardens park specifically along El Charro Rd. and a potential for EBRP's Chain of Lakes.

32.1

Also there is a strong certainty of the re-introduction of a Steelhead fishery into the Los Positas Creek. An elevated BART may impact fish passage into the Livermore watershed. We know the BART over pass structure in the Alameda Creek in Fremont had an impact in fish passage.

Ohlone Audubon strongly recommends that BART during this early planning process ■ remove the Pleasanton El Charo route from future consideration.

32.2

■ At this time Ohlone Audubon is very concerned with the BART corporate yard and maintenance facility. BART is forecasting to occupy the area of Northfront Road and Laughin Road extending east the Altamont Pass road and north into the wintering feeding and resting area of the Ferruginous Hawks, Golden Eagle and Burrowing Owl . All three species are covered by international migration treaties, USA federal law and possibly by California State Civil law. We do see the need for significant mitigation lands to be provided by BART if this corporate yard remains in the plan. We prefer mitigation lands be acquired from the North Livermore and Springtown Alkali Sink Ecosystem in Livermore

· The Audubon will work closely with you and your staff to avoid seasonal harm to these raptor species and to avoid conflict due to lack of communication.

Sincerely
 Richard S. Cimino
 Ohlone Conservation Chair – Eastern Alameda County

Letter 32 Ohlone Audubon

- 32.1 Please refer to Master Response 3 of this document, regarding the Chain of Lakes/EI Charro alignment. The alternatives that would utilize the EI Charro Road route would be on elevated structures. As such, BART would utilize free-span structures that would not alter the stream bed of Las Positas Creek or Arroyo Mocho; therefore, the alternatives traveling through the EI Charro area would not affect the planned steelhead passage into the creeks. Additionally, although the construction plans are still unknown at the programmatic level, Mitigation Measure BIO-7.1 and BIO-7.2 of the Draft Program EIR (see page 3.9-70) would require that BART avoid the rainy season during potential in-channel work to eliminate or reduce impacts to the California Central Coast Steelhead, Mitigation Measure BIO-7.2 would further require BART to consult and mitigate impacts as determined in consultation with NOAA Fisheries, USACE, CDFG, and the SFBRWQCB. BART would be required to comply with any requirements set forth during consultation, with the resource agencies. It is unclear what future City of Pleasanton native gardens park is of concern to the commentor; however, the Draft Program EIR on page 3.9-31 identifies that the Staples Ranch Specific Plan includes a future community park, which may include native plants such as the San Joaquin spearscale. As noted on pages 3.9-52 through 3.9-55, impacts to special status plants would be potentially significant under all alternatives. Implementation of Mitigation Measures BIO-2.1 through BIO-2.3 would reduce these impacts to a less-than-significant level.
- 32.2 Please refer to Master Response 7 of this document, regarding the Greenville Yard and the biological sensitivity of the area. The commentor points out that the Greenville Yard area is wintering feeding and resting area of the ferruginous hawk, golden eagle, and burrowing owl. The Draft Program EIR Mitigation Measure CI-BIO-3.1 would require BART to conduct burrowing owl surveys prior to the start of construction within areas of suitable habitat and within 500 feet of the selected BART extension alternative following the CDFG Staff Report on Burrowing Owl Mitigation or the prevailing CDFG protocol which details the amount of foraging habitat required as part of mitigation. Although any loss of more than one acre of open non developed annual grassland habitat could result in the loss of potential foraging habitat for ferruginous hawk, golden eagle, and burrowing owl, there are approximately 100,000 acres of open annual grassland in the immediate vicinity of the Greenville Yard that is available for foraging activities by these species. The loss of approximately 113 acres of grassland for the Greenville Yard would not be considered significant nor would it cause a substantial effect to ferruginous hawk, golden eagle, or burrowing owl. Additionally, if the BART Board of Directors were to choose the Greenville Yard as the selected alternative, then BART would have to mitigate for the loss of Swainson's hawk foraging habitat, which would benefit the ferruginous hawk, golden eagle, and burrowing owl.

Furthermore, as the commentor notes, and as presented in the Draft Program EIR (see pages 3.9-38 to 3.9-39), these species are protected by the Migratory Bird Treaty Act (MBTA) and by the California Department of Fish and Game Code Sections 3511, 3503, and 3503.5. Mitigation Measure CI-BIO-3.2 and CI-BIO-3.3 would require BART to conduct pre-construction surveys for nesting birds for the preferred alternative and would require BART to delay construction near MBTA protected nests or colonies and/or create buffer areas surrounding those nests in consultation with CDFG. Selection of specific locations for mitigation lands would occur when a specific project is proposed. Also, please refer to Master Response 1 of this document, regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document.



Letter 33

December 15, 2009

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 16th Floor
 Oakland, CA 94612

Re: Pleasanton Chamber of Commerce Comments on BART to Livermore DEIR

Dear Mr. Quint:

The Pleasanton Chamber is very supportive of the BART to Livermore extension and looks forward to its construction at the earliest possible date. The document that is currently being circulated for comment contains a massive amount of useful information and represents an important step forward in the selection of a preferred alternate.

As a general comment, the EIR language appropriately calls for numerous opportunities for comment, input and community discussion from Livermore residents, officials, and other interested parties. However, five of the nine final alternatives have potentially significant impacts on the developing eastern edge of Pleasanton, the EIR barely discusses these impacts and the public review process seems to largely ignore Pleasanton.

Earlier this year, the Pleasanton City Council certified an EIR for the Staples Ranch Specific Plan, and with it adopted a plan to complete Stoneridge Drive to El Charro Road. The City is in the final stages of adopting a supplemental EIR to provide more supporting studies for several subsequently identified environmental issues.

33.1

Noteworthy in that process was the approval of land uses that back-up to the I-580 freeway and which are protected with special features including setbacks, berming, sound walls and landscaping, all intended to minimize the impacts of the freeway, and of the potential future BART extension, upon the selected land uses – an 800 unit continuing care senior housing development and a major auto sales and service complex. These two land uses are very important to the City and Alameda County and should be very carefully considered in the BART to Livermore DEIR. Instead, it appears potential BART impacts in this area either have been overlooked or trivialized. For example the DEIR in the land use section mentions this area but does not depict it as containing sensitive land uses, even though senior housing in general is spelled out as such.

The five affected alternatives involve BART routing beginning in the I-580 median at grade, then rising in a retained fill east of Santa Rita Road, then in an elevated structure flying over the eastbound lanes of I-580 and continuing on an elevated structure along the diagonal portion of El Charro Road. No details are given beyond these descriptions. On page 3.3-51 the issue is dealt with in this manner: "The area to the west in Pleasanton is proposed to also be retail and also house an auto mall, community park, and continuing care community. These uses do not exist and are not physically integrated as a community." Therefore, the document seems to conclude, this area can be ignored. But, an elevated structure in the backyard of a new senior housing complex and in the front or side yard of a proposed auto mall, would seem to have dramatically significant impacts.

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33.2 The Cities of Pleasanton and Livermore, along with nearby affected landowners, have adopted a memorandum of understanding and a plan for the roadways in the area south of I-580 in the El Charro Road/Jack London Boulevard/Stoneridge Drive area. The intersection of these three key arterials is about to be constructed and was not included as a study intersection in the DEIR – it should have been.

33.3 In Section 3.5, Visual Quality, the Illustration contained on Figure 3.5-12 masks the impacts of the flyover in the background with the overpass in the foreground. A better idea of the significant visual impacts to the auto mall and the senior housing center can be gained from Figure 3.5-19, although any specific impacts are left to the imagination of the reader. Although much effort was made to provide this photo illustration, there is no plan view in the DEIR to show how the alignment might affect the auto mall and the 800-unit senior housing complex.


33.4 In summary, the Pleasanton Chamber feels the DEIR ignores or understates the impacts that the BART alignments that use the El Charro (Quarry) corridor would have on surrounding planned land uses. The land uses in this area are approved and can be expected to be constructed and completed long before BART is in place. There is no description of how the flyover near El Charro Road would impact the planned and approved land uses. In other alternatives and locations described in the DEIR, a much greater detailed depiction of the alternatives alignment is offered. The DEIR ignores the traffic impacts of the key intersection in east Pleasanton/ west Livermore – El Charro Road at Stoneridge Drive/Jack London Boulevard – even though an aerial structure is contemplated for the area.

33.5
33.6 Some of the under-described impacts might be lessened with the 'Portola Solution', a crossover from BART that goes under (not over) the eastbound lanes of I-580 to reach the El Charro corridor. However, because of the lack of detail included in this area, even this approach cannot be adequately analyzed without more information.

Unless the problematic features of the alternatives using the El Charro corridor can be resolved satisfactorily, the Pleasanton Chamber strongly favors the I-580 alternatives that do not encroach upon Pleasanton's Staples Ranch area.

We hope your future studies will address these issues.

Sincerely,



Scott Raty
President/CEO

CC: Supervisor Scott Haggerty, Alameda County
Mayor Jennifer Hostenman, City of Pleasanton
Director John McPartland, District 5, Bay Area Rapid Transit
Nelson Fialho, City Manager, City of Pleasanton

Letter 33 Pleasanton Chamber of Commerce

33.1 See Master Response 4, for a discussion of the treatment of Staples Ranch in the Draft Program EIR and the potential for impacts to sensitive receptors at the Staples Ranch site.

33.2 The Draft Program EIR acknowledges the Stoneridge Drive Extension, which is proposed to be extended through the Staples Ranch site, as a significant element of Pleasanton's circulation system. During the scoping of the Draft Program EIR, the transportation staff from each of the cities along the study corridor was asked to indicate those street segments and intersections that should be included in the transportation impact analysis. Stoneridge Drive (and the Stoneridge Drive Extension) was not identified by the City of Pleasanton for inclusion in the analysis. The planned intersection of El Charro Road with Stoneridge Drive and Jack London Boulevard was also not identified by either the City of Pleasanton or the City of Livermore for inclusion in the analysis. Therefore, these facilities were not included in the analysis.

It is important to note that in the case of a program-level EIR, such as the Draft Program EIR for the BART extension to Livermore, the primary purpose of the transportation analysis is to provide an accurate comparison of the alternatives under consideration. To this end, the locations selected for the transportation analysis included those street segments and intersections which were on a logical access or egress route serving the candidate station sites for the extension alternatives. Stoneridge Drive does not fall into this category, since it is not on a direct access route to any of the station sites.

In addition, as noted in Master Response 4, because each of the alternatives would have a beneficial impact on traffic along I-580, and because the Stoneridge Drive Extension would extend parallel to I-580, it is likely that the BART extension alternatives would actually have a beneficial effect on future traffic conditions on Stoneridge Drive as compared to conditions under the No Build Alternative.

33.3 Figure 3.5-12 of the Draft Program EIR illustrates the proposed BART alignment at the point where it crosses over the El Charro overpass as it departs the median of I-580 and turns south along El Charro Road. The El Charro overpass may block a portion of the BART guideway from the viewer, but the simulation illustrates that the great majority of the guideway would be visible, both above and below the freeway overpass. As identified in the Draft Program EIR, the existing overpass would reduce the visual impact of the proposed BART aerial structure. Specifically, the aerial structure would "be a compatible feature with the existing overpasses and ramps associated with the highway" (see page 3.5-25, paragraph 1). As explained on page 3.5-15 of the Draft Program EIR, this viewpoint, like all those selected for photosimulations, was chosen because it is a representative vantage point of the extension alternative, as viewed by a principal viewer group.

Figure 3.5-19 of the Draft Program EIR contains a second photosimulation of the aerial flyover at El Charro Road, and is intended to further illustrate the potential visual impact of the aerial structure as seen by a principal viewer group—motorists traveling on I-580. As explained in the Draft Program EIR, Figure 3.5-19 reveals that signage of the planned Staples Ranch development would not be blocked by the aerial structure, which is an element of Alternatives 1a, 1b, 2a, 3a, and 5. Rather, the signage would be visible to motorists traveling in both directions on the I-580 (see page 3.5-39, paragraph 4).

For a plan view of the alternatives that propose to follow El Charro Road and their relationship to Staples Ranch, see Master Response 4. As noted in Comment 33.3, the Visual Quality section of the Draft Program EIR does not provide a plan view of the Staples Ranch project. This is because an evaluation of CEQA Standards of Significance for determining visual impacts—visual compatibility, view obstruction, and scenic resource disturbance—is best achieved through the presentation of comparative, ground-view photosimulations. As demonstrated by the photo simulations provided in Section 3.5 of the Draft Program EIR, this method communicates visual quality from common vantage points in three dimensions, with high color and textural quality.

- 33.4 Please refer to Master Response 4 of this document, regarding potential program impacts to planned development at Staples Ranch.
- 33.5 Please refer to Master Response 4 and Response 33.2, regarding the traffic impacts of the alternatives on Stoneridge Drive. This discussion also applies to the intersection of El Charro Road, Jack London Boulevard, and Stoneridge Drive. In summary, the BART extension alternatives would reduce the amount of the traffic traveling through this intersection compared with the No Build Alternative. This is because the alternatives reduce traffic volumes on I-580 which would in turn reduce the traffic on other east-west routes such as Stoneridge Drive. The proposed BART aerial flyover is associated with those alternatives that pass through the Chain of Lakes area. Please refer to Master Response 3 in this document, regarding the engineering feasibility and the design of the aerial structure near the intersection of El Charro Road, Jack London Boulevard, and Stoneridge Drive. The structure is planned to cross Stoneridge Drive west of this intersection and would not have an impact on the intersection or on the cross-section of Stoneridge Drive.
- 33.6 The commentator proposes a “Portola solution,” in which the alignment would transition from an at-grade profile to below grade and pass under the eastbound I-580 traffic lanes to the El Charro corridor. Once below grade, there would be substantial engineering issues where the alignment would transition to an aerial configuration to pass over the Chain of Lakes. In order to satisfy BART’s design criteria on maximum grades and vertical curves, this transition would require a tunnel portal and a section where the alignment would be on retained fill, which would result in significant disruption to planned improvements along El Charro Road and to quarry truck traffic. An alternative to an El Charro Road aerial alignment would be to stay below grade; however, this option would be extremely costly in

order to be sufficiently deep to pass under the active mineral extraction activity in the Chain of Lakes area.

In addition, the “under-described impacts” mentioned by the commentor appear to concern visual and land use compatibility and traffic effects of the aerial alignment that could affect future development proposed for the Staples Ranch site. Those impacts are evaluated in Master Response 4, which concludes that there would be less-than-significant effects to the “future existing condition” at this site (so described since the site is currently undeveloped, but may in the future be developed at the time of project-level environmental review of the BART to Livermore extension).

In summary, there would be no land use or visual compatibility impacts that would be mitigated by a “Portola solution” at the junction of I-580 and El Charro Road, and such a solution would be infeasible due to costs and engineering issues.

Letter 34**ReedSmith**

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January 21, 2010

VIA HAND DELIVERY AND EMAIL

BART Planning Department
Attn: Malcolm Quint
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Re: Comments Regarding Draft Program EIR for BART Livermore Extension

Dear Mr. Quint:

We write on behalf of Rhodes & Jamieson, LLC, Pleasanton Gravel Co., Jamieson Company, LLC, Rancho Del Charro, LLC and their related entities (collectively, "Rhodes & Jamieson") to provide comments and raise issues and concerns regarding the Draft Program EIR ("DPEIR") for the extension of BART to Livermore (the "Project").

RHODES & JAMIESON'S PROPERTY

Rhodes & Jamieson owns over 1000 acres of property in unincorporated Alameda County south of Interstate 580, between Pleasanton and Livermore. El Charro Road runs directly through Rhodes & Jamieson's property. The property presently supports multiple uses, including sand and gravel mining, recycling, transportation and waste disposal by Vulcan Materials Company, a ready-mix facility, dry farming, equestrian facilities, two residences and office facilities. The property has been designated on applicable general and specific plans, and recognized at the state and county levels, as valuable mineral resources property. Indeed, the California Geological Survey has classified much of the property as land containing construction aggregate resources of regional significance. The DPEIR recognizes the importance of the aggregate resources to Rhodes & Jamieson's land, providing: "[T]he El Charro Road portion of the study area is composed almost entirely of aggregate (sand and gravel mining) and water resource management. The land is largely under ownership of Rhodes & Jamieson and private mining ventures such as Vulcan Materials Company." [DPEIR, p. 3.3-8]

SUMMARY OF COMMENTS

The DPEIR considers nine Alternative routes for the Livermore extension. Five of those Alternatives propose that the extension would travel a route parallel to and at points crossing El Charro Road from Interstate 580 south to Stanley Boulevard. Those five Alternatives therefore would necessarily directly impact Rhodes & Jamieson's property. As explained in more detail below, the DPEIR fails to adequately assess the impacts of those Alternatives, for multiple reasons. In summary, and without limiting the right of Rhodes & Jamieson to identify additional issues or modify its comments, the DPEIR fails to adequately consider: (1) the impact of the Project on mineral resources and mining operations; (2) the impact on water resources, flood control and the Chain of Lakes; (3) the engineering, support and stability of the proposed BART line in the area of the Rhodes & Jamieson property; (4) the impact of the Alternatives upon transportation and access, both road and rail; (5) impacts upon existing structures; (6) impacts upon local waterways, including the Arroyo Mocho

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and Arroyo Las Positas; (7) the design of a Stanley/Isabel Station and the impacts of such a station; (8) cumulative impacts; and (9) impacts upon global warming.

IMPACTS OF THE PROJECT THE DPEIR DOES NOT ADEQUATELY ADDRESS

The DPEIR does not adequately consider the many significant impacts associated with the five Alternatives that involve the El Charro Road route (Alternatives 1a, 1b, 2a, 3a, 5). The DPEIR itself acknowledges that it does not thoroughly consider all impacts.

[G]iven that this is a program-level document and cannot address site-specific and project-specific questions, there are a number of unresolved issues that will be addressed further when more detailed engineering and environmental analysis at the project level is performed. [DPEIR, p. S-12]

34.1 These concessions are borne out where the DPEIR purports to address the impacts of the five Alternatives proceeding along El Charro Road via the Rhodes & Jamieson property: "Although this alternative would include an elevated section above El Charro Road, surrounding land uses are not sensitive and would not be adversely affected by BART operations." [DPEIR, p. 3.3-45] By stating this bare conclusion with no analysis and no supporting facts, BART plainly has not met its obligation of evaluating the actual impacts of the project. This letter sets out multiple particular ways in which BART has failed to satisfy those obligations.

Given the generality of the analysis in the DPEIR and the early stage of the environmental review of this Project, it is not possible for Rhodes & Jamieson to identify in detail every impact of the Alternatives or every shortcoming of the review presented in the DPEIR. The following, however, are significant impacts which the DPEIR fails adequately to address.

A. The DPEIR Fails to Adequately Consider the Impacts of the Project on Mineral Resources and Mining Operations

The DPEIR acknowledges that some Alternatives (nos. 3a and 5) will have a significant or potentially significant and unavoidable impact on Rhodes & Jamieson's mineral resources, but that "Project-level analysis [is] necessary to confirm significance." [DPEIR, Table S-3, p. S-19] Rhodes & Jamieson agrees. The DPEIR fails to adequately consider the loss of mineral resources in the Project area and the Project's effect on mining operations.

34.2 Rather than evaluating these impacts, the DPEIR says the following:

The Livermore Valley is underlain by alluvial deposits which contain significant reserves of sand and gravel suitable for use as aggregate in cement production. Sand and gravel mining has been a common regional operation prior to the 20th century. The region has been mapped by the CGS and much of the Livermore Valley floor south of the I-580 is classified as an area of significant mineral resources, including areas mapped as either MRZ-2 or MRZ-3.

Figure 8-3 of the *City of Livermore General Plan*, Open Space and Conservation Element indicates State-designated Mineral Resource Sectors A-1 and A-2 in the vicinity of the study area in lands classified as MRZ-2. Mineral Resource Sectors are areas where mineral extraction is occurring and areas that have current land uses that are similar to areas where mining has occurred. Mineral resources in the study area include gravel that is mined in the southwestern portion of the study area, in Alameda County between I-580 and the UPRR tracks (Resource Sector A-1) and south of Stanley Boulevard (Resource

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34.2
cont.

Sector A-2) in an area known as the Chain of Lakes. Existing quarry lands are owned by Rhodes & Jamieson Aggregates Mines. The pits near Stanley Boulevard are leased and operated by Vulcan Materials Company (Vulcan). Vulcan presently mines aggregate and operates an associated processing plant on approximately 1.1 acres of land.

Vulcan holds an active permit to mine the SMP-16 area south of Stanley Boulevard, in the southwest corner of the intersection of Stanley Boulevard and Isabel Avenue; the area has been mined for sand and gravel products at least since the 1950s. A Reclamation Plan for the property has been approved by the County and mining can occur on any part of the property. Current mining operations (commenced in 2008) are ongoing in the SMP-16 area north and south of Stanley Boulevard, and are anticipated to be completed by 2013.

Farther west, between Isabel Avenue and Vineyard Avenue, extracted material from SMP-16 south of Stanley Boulevard is transported by a conveyor system under Stanley Boulevard to the Vulcan processing plant north of Stanley Boulevard and west of El Charro Road. Material is washed, crushed, and separated into different grades, then stock piled for use in hot mix asphalt, road base, and other construction uses. The property northwest of the intersection of Stanley Boulevard and Isabel Avenue and properties farther north near the airport (formerly known as SMP-38, -39, and -40) were proposed for mining operations to commence upon the completion of the existing mining operations in 2013; however, those plans were withdrawn and the area northwest of the intersection of Stanley Boulevard and Isabel Avenue is not covered by any mining permit or reclamation plan. Future mining is planned for the area south of Stanley Boulevard.

As shown in Figure 3.7-4 and described in Table 3.7-5, the quarry lands are considered to have the "least" landslide susceptibility and would be expected to remain relatively stable unless the topography were radically modified. The soils in the quarry lands are Yolo loams. These soils are well drained and considered to have a "slight" erosion hazard, indicating that little or no erosion is likely. The quarries are in Quaternary deposits Qa (Latest Pleistocene to Holocene alluvial deposits). Liquefaction susceptibility associated with these deposits is moderate. [DPEIR, pp. 3.7-27, 28]

This passage raises several issues. First, it is inaccurate in several ways. For example, the SMP-16 Permit covers, and permits mining of, an area much greater than the area "south of Stanley Boulevard." Second, current mining operations are expected to continue well beyond 2013; the SMP-16 Permit allows mining until the 2030s and potentially beyond, plus there are additional areas designated for mining under the Q-2 Permit. Furthermore, the suggestion that the areas designated as SMP-38, SMP-39 and SMP-40 or "the area northwest of the intersection of Stanley Boulevard and Isabel Avenue" are not permitted for mining is not accurate: SMP-38 is covered by the Q-2 permit, which permits mining that land. Additionally, the DPEIR incorrectly characterizes land which is permitted for aggregate mining as "Prime Farmland." [DPEIR, Figure 3.3-3]. These and other factual errors should be corrected before any decision is made on alternatives.

34.3

Second, the above-quoted language is just a description, nothing more. The DPEIR does not evaluate the nature or extent of any impacts. It does not evaluate how much mining land will be lost. It does not evaluate the impact on resource availability. It does not evaluate where other aggregate will come from to make up the shortfall.

34.4

Third, to the extent the DPEIR assumes, without substantive discussion, that loss of mineral resources would be rendered insignificant if Rhodes & Jamieson is compensated for lost mineral resources, that is not an adequate assumption. Notwithstanding the fact that compensating Rhodes &

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- 34.4 cont. Jamieson for lost mineral resources may not be financially feasible¹, simply compensating Rhodes & Jamieson for lost mineral resources may not mitigate, to an insignificant level, the Project's impacts because the loss of those resources has broad effects. An adequate analysis of measures to mitigate the loss of mineral resources, at a minimum, must include a discussion of the replacement of lost minerals and the environmental impacts associated therewith. For example, if mining operations on Rhodes & Jamieson's property are prevented, Bay Area construction projects will need to get mineral resources from more distant sources, requiring additional and longer truck traffic trips, increased consumption of fossil fuels and greater energy needs, none of which is addressed in the DPEIR. Indeed, the California Department of Conservation, as part of its California Geological Survey, issued a report in February 2007 documenting a dwindling supply of accessible mineral resources and urging local government to "consider the issue of access to mineral resources when planning for growth and development." The DPEIR fails in this respect to adequately address the actual environmental and financial impacts caused by the Project not only on the known mineral resources, but also as to the impacts on traffic, energy consumption, air quality, and climate change caused by builders that are forced to travel much greater distances for mineral resources. Further, the DPEIR ignores the cumulative impact on gravel resources from other planned or anticipated projects, which will also diminish sand and gravel supplies.
- 34.5 Fourth, the DPEIR also acknowledges that the proposed Isabel/Stanley station would have a significant impact on mineral resources: "Approximately one half of this station area, including most of the area west of Isabel Avenue/State Route (SR) 84, is composed of land dedicated to quarries and resource management." [DPEIR, p. 3.3-41] Upon identifying this issue, however, the DPEIR does not make any attempt to assess or quantify the impacts upon such mineral resources of the proposed station. Here again, the DPEIR is insufficient.
- 34.6 Finally, the DPEIR fails to discuss the Project's impacts on mining during construction associated with the Project. In particular, the DPEIR fails to discuss, which roads will be accessible to mining truck traffic during construction, whether limiting the roads mining trucks have access to will impact traffic, noise, air quality, aesthetics, and other environmental conditions, and whether increased energy consumption will result from increased truck travel times.
- B. The DPEIR Fails to Adequately Consider the Impacts of the Project On Important Water Management and Flood Control Property**
- For decades land directly affected by the five El Charro Road Alternatives has been subject to "Chain of Lakes" agreements between Zone 7 and private property owners, including Rhodes & Jamieson. Pursuant to those agreements Zone 7, Vulcan and in places Rhodes & Jamieson will eventually implement reclamation plans that will create a deep basin, "chain of lakes," access roads, landscaping and other facilities on that property for purposes of groundwater recharge and flood control (the "Zone 7 Plan").
- 34.7 As set forth in the comments we expect to be provided by Zone 7, the DPEIR fails to analyze the impacts the Project may have on the Zone 7 Plan. Among other things, the DPEIR fails to analyze how much land devoted to the Zone 7 Plan will be affected by the Project, to what degree future efforts by Zone 7 to recharge the groundwater and control floods in the Project area will be affected, whether there are any significant cumulative impacts associated with the Project and the Zone 7 Plan, and whether there are any feasible measures to mitigate the significant impacts the Project may have on the Zone 7
- ¹ BART does not appear to have calculated the amount of mineral resources that would be lost or the amount of compensation it must pay Rhodes & Jamieson for lost mineral resources.

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34.7
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Plan. At a minimum, BART must consider the impacts the Project may have on the Zone 7 Plan in order to achieve a comprehensive understanding of the actual impacts associated with the Project.

C. The DPEIR Fails To Evaluate Structural And Support Issues

The DPEIR does not evaluate the engineering issues that would be confronted with the Alternatives that propose an El Charro Road route. It suggests that there would be an elevated platform, but does not explain how the platform would be designed, how it would be supported, what precise route it would take, what soil and stability issues would be encountered, how it would be integrated with the Arroyo Mocho, how it would be integrated with El Charro Road, and myriad other engineering issues. Nor does the DPEIR indicate what the costs would be of supporting the BART elevated platform in the area, accommodating El Charro Road, and minimizing adverse impacts upon adjacent mining, office, and transportation land.

Moreover, the DPEIR says the following about geologic and support impacts:

34.8

Other geologic and soils issues associated with the alternatives include potential slope instability, expansive and corrosive soils, soil erosion, potential impacts on mineral resources, and excavation issues on steep or unstable slopes.

Also, site-specific investigations would be required for portions of the alternatives where potential for risk can be greatest; the result of the investigations may further result in design and construction constraints in order to avoid substantial risk. [DPEIR, p. 3.7-1]

The DPEIR therefore acknowledges that more analysis, and particularly site-specific analysis, must be done to understand the impacts of the Alternatives. Rhodes & Jamieson concurs. The DPEIR does not consider the fact that the proposed Alternatives paralleling El Charro Road apparently are to involve an elevated railway located in areas that have been mined, which presents special support and engineering issues. There is no evaluation of the special issues posed by the proposed location of an elevated railway line in these areas.

In sum, The DPEIR essentially states that there are soil and geologic conditions without making any attempt to describe what differential impacts those conditions might have upon each of the Alternatives or assessing the degree of those conditions. This is a particularly significant issue with regard to each of the five Alternatives that propose an El Charro Road alignment.

D. The DPEIR Does Not Adequately Evaluate Transportation Issues In The El Charro Road Area

34.9

The five Alternatives proposing an El Charro Road alignment do not provide any specificity regarding the precise route proposed for the BART line. Nor does the DPEIR evaluate the impacts of that alignment upon the existing and future anticipated transportation issues in that area. Multiple potential issues exist. These include, without limitation, the following. The El Charro Road/Interstate 580 interchange has been the subject of a detailed plan as part of the El Charro Specific Plan adopted by the city of Livermore. That interchange must be specially designed because of the large volume of haul truck and heavy equipment traffic using that interchange to gain access to mining, aggregate processing, and recycling operations served by El Charro Road. That traffic presents special safety and other civil engineering issues, and the DPEIR does not address any of those issues.

34.10

Any impairment of traffic volumes on El Charro Road caused by the Project further could have a substantially negative economic effect upon the productivity of mining and related operations in the vicinity of El Charro Road. The DPEIR does not address those impacts, and Rhodes & Jamieson

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		Mr. Malcolm Quint January 21, 2010 Page 6	ReedSmith
34.10 cont.	↑	believes that it is not feasible to select preferred Alternative routes without some assessment of those issues.	
		Additionally, there is emergency ingress and egress at Stanley Boulevard from El Charro Road that is of great importance to Rhodes & Jamieson, Rhodes & Jamieson's tenants, and Vulcan, and the DPEIR does not indicate what impacts the Alternatives may have upon that access. Additionally, the Alternatives contemplating a Stanley/Isabel Station do not indicate what impacts that the location and design of that station may have upon access to Rhodes & Jamieson's immediately adjacent lands.	
34.11	■	Similar shortcomings in the DPEIR exists given its failure to address potential impacts upon rail access to Rhodes & Jamieson's land. Rhodes & Jamieson's property is immediately adjacent to rail right of ways, and those rail lines may be an integral part of future use of Rhodes & Jamieson's lands, for mineral processing purposes or other potential uses. Certain of the Alternatives appear to contemplate using existing rail lines for the BART passenger system, but they do not indicate to what degree those rail lines would be available to freight or other uses if any of those Alternatives is adopted. Again, the future use of the rail lines could have a very significant impact upon an important form of access to Rhodes & Jamieson's property and the DPEIR does not give any indication about what those impacts might be.	
	■	E. The DPEIR Does Not Consider Impacts Upon Structures In The El Charro Road Area	
34.12	■	The DPEIR does not mention the fact that there are multiple structures in the El Charro Road alignment that would be directly impacted by any of those Alternatives. First, the existing ranch house just southeast of the Interstate 580-El Charro Road interchange would sit very close to the elevated platform, rendering it virtually valueless as a residence. Second, there is presently an occupied residence along the diagonal portion of El Charro Road at 212 El Charro Road, owned by Rhodes & Jamieson. The proposed alignment apparently would greatly devalue that residence. Third, the proposed alignment apparently would put the elevated platform almost directly above the existing Rhodes & Jamieson office facility on El Charro Road, dramatically reducing the utility and value of this structure. The DPEIR does not consider the impacts upon any of the structures.	
	■	F. The DPEIR Reflects A Need To Study Impacts On Local Waterways	
34.13	■	The DPEIR describes the Arroyo Mocho and the Arroyo Las Positas. [DPEIR, Sec. 3.08] It does not, however, assess the impacts on these waterways that would result from erection of a rail structure crossing these waterways and running immediately adjacent to them. These are further impacts of the Alternatives involving El Charro Road that must be evaluated.	
	■	G. Inadequate Evaluation Of Stations	
34.14	■	The DPEIR acknowledges "Issues to be resolved include: . . . Selection and more detailed planning of station areas." [DPEIR, p. S-27] Without a much more detailed and thorough exposition of whether a station will be included in any of the five El Charro Road Alternatives, and what that station would entail in terms of size, facilities, alignment, location, parking, and other improvements, one cannot evaluate what the significant environmental impacts might be. The DPEIR is therefore inadequate in this important dimension as well.	
	■	H. The DPEIR Fails to Adequately Consider Cumulative Impacts	
34.15	↓	Proper cumulative impact analysis is vital because the full environmental impact of a proposed project cannot be gauged in a vacuum. Accordingly, a lead agency must find that a proposed project may have a significant effect on the environment and must prepare an EIR if the proposed project's	

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ReedSmith

Mr. Malcolm Quint
January 21, 2010
Page 7

34.15
cont.

potential environmental impacts, when examined together with the environmental impacts of other projects, are cumulatively considerable. See Cal. Pub. Res. Code § 21083(b); 14 Cal. Code Regs. § 15065(a)(3).

Here, the DPEIR only provides very general descriptions of past, present and future projects. It does not rigorously evaluate cumulative impacts. Such an approach fails to provide the in-depth, detailed analysis of cumulative impacts and related mitigation measures required by CEQA and NEPA, and make it impossible to properly gauge the full impact the Project will have on the environment.

34.16

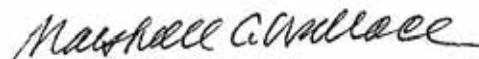
I. The DPEIR Fails to Adequately Consider the Impacts of the Alternatives on Global Warming

The California Legislature has found that “[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment in California.” Cal. Health & Safety Code § 38501(a). To address the threat of global warming, the Legislature and the Governor have passed bills and issued orders, such as Assembly Bill 1493 and 32 and Executive Orders S-3-05 and S-20-06, that call for the reduction of greenhouse gas emissions. Despite the enactment of such bills and issuance of such orders, the DPEIR does not disclose the impacts of the Project on emissions of greenhouse gases, does not adequately attempt to quantify the current levels of greenhouse emissions in the Project area, does not adequately quantify the increases in greenhouse gas emissions that the execution of the Project will cause, and makes no attempt to analyze the effects of those increases on global warming or the reduction of greenhouse gas emissions required by various Assembly Bills and Executive Orders.

CONCLUSION

Rhodes & Jamieson urges BART to prepare a full and complete analysis of impacts, particularly of the five proposed Alternatives directly affecting Rhodes & Jamieson's property. Such an evaluation is necessary before BART chooses between the Alternatives. We thank you for the opportunity to comment on the DPEIR, and we look forward to your response.

Sincerely,



Marshall C. Wallace

Cc: Rhodes & Jamieson
Alameda County Flood Control & Water Conservation District, Zone 7
Vulcan Materials Company

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Letter 34 Reed Smith

- 34.1 Please refer to Master Response 1 of this document, regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document. The characterization of land uses along El Charro Road as not sensitive needs to be examined from a comparative context. The purpose of the Program EIR is to compare the alternative alignments and help identify a preferred alternative. A description of each section of the BART to Livermore extension study is presented on page 3.3-2 of the Draft Program EIR. Compared to the UPRR corridor, Los Positas Road, and Portola Avenue, the El Charro Road exhibits fewer sensitive land uses. Further sensitive uses, as defined on pages 3.3-9 and 3.3-10 and illustrated in Figure 3.3-2, are not found along El Charro Road. The statement referenced by the commentor on page 3.3-45 when viewed from this perspective and with the supporting documentation in the Program EIR is accurate. However, the second sentence under Alternative 1a on page 3.3-45 is revised as follows to reflect the commentor's concerns.

Although this alternative would include an elevated section above El Charro Road, there are relatively few surrounding sensitive land uses, are not sensitive and these uses would not be adversely affected by BART operations.

- 34.2 The third paragraph on page 3.7-27 of the Draft Program EIR is revised as follows to better describe mining activities by Vulcan in the Isabel/Stanley Station area:

Vulcan holds an active permit, SMP-16, to mine, among other areas, the ~~SMP-16 area~~ land south of Stanley Boulevard, in the southwest corner of the intersection of Stanley Boulevard and Isabel Avenue; the area has been mined for sand and gravel products at least since the 1950s. A Reclamation Plan for the property has been approved by the County and mining can occur on any part of the property. Current mining operations (commenced in 2008) are ongoing in the SMP-16 area ~~north and south of Stanley Boulevard, and are anticipated to be completed by 2013~~ continue at least until 2030.

The last paragraph on page 3.7-27 of the Draft Program EIR is revised as indicated in Response 12.7 to acknowledge the potential for future mining near the Isabel/Stanley Station area and the potential future status of the area as an optional lake under the *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR)*.

- 34.3 On pages 3.7-46 through 3.7-48, the Draft Program EIR examines the potential effects of the various alternatives on mineral extraction under Impact GEO-5, Loss of a Mineral Resource or Mineral Resource Recovery Site. That analysis has been revised in Response 40.4. As explained in Master Response 3, some temporary delays to quarry traffic could occur during construction. The revised analysis still concludes that a significant impact to mineral resources would occur with Alternatives 3a and 5, as originally stated in the Draft Program EIR.

- 34.4 The Draft Program EIR makes no assumption that the loss of mineral resources would be rendered insignificant if Rhodes & Jamieson were compensated. No analysis of financial compensation for the loss of mineral resources is intended or implied in the Draft Program EIR. As stated on page 3.7-48 of the Draft Program EIR, the loss of access to mineral resources associated with Alternatives 3a and 5 is considered potentially significant and unavoidable. The significance of this impact will be further examined in a project-level environmental document, if either of these alternatives is selected as the preferred alternative. However, whether the owners would be entitled to compensation is a separate question and is not a CEQA issue.
- 34.5 On pages 3.7-46 through 3.7-48, the Draft Program EIR examines the potential effects of the various alternatives on mineral extraction under Impact GEO-5, Loss of a Mineral Resource or Mineral Resource Recovery Site. The effects of constructing the Isabel/Stanley Station in a designated Mineral Resource Sector appear under Alternative 3a – Railroad, on pages 3.7-47 and 3.7-48. As stated on page 3.7-48, the loss of access to mineral resources at the proposed Isabel/Stanley Station site is considered significant.
- 34.6 See Master Response 3 for information about potential impacts on quarrying during the construction period of alternatives involving El Charro Road.
- 34.7 Please refer to Responses 12.1 and 12.9 and Master Response 3 of this document, regarding the Specific Plan for LAVQAR and current and future land ownership by Zone 7. As stated in the text revision outlined in Master Response 3, the El Charro Road aerial alignment of Alternatives 1a, 1b, 2a, 3a, and 5 would traverse a part of the LAVQAR plan area. Although specific future uses and activities envisioned by the LAVQAR remain speculative at this time, an aerial structure would not necessarily detract from Zone 7's future efforts to recharge groundwater and control floods, nor would such a structure conflict with possible recreational uses considered for the mined-out quarry pits. However, this issue would be reevaluated in a BART to Livermore project EIR, if this alignment is selected and the water storage and flood control facilities and recreational uses are in place at that time.
- 34.8 The general alignment for alternatives along El Charro Road is illustrated in Section 2, Alternatives, beginning with Figure 2-6 of the Draft Program EIR. All the alternatives through the Chain of Lakes area would follow the same general alignment along El Charro Road. Please refer to Master Response 3 of this document, regarding the Chain of Lakes/El Charro alignment and feasibility of construction. The precise details of project design will be determined during future project-level analysis. Please refer to Master Response 1 of this document, regarding the level of detail for analysis of impacts that is appropriate in a programmatic environmental document.
- 34.9 The BART alternatives would cross over the I-580/El Charro interchange on an aerial structure and would be above and adjacent to El Charro Road. Though there may be temporary traffic disruptions during construction, as discussed in the Draft Program EIR

on pages 3.16-11 to 3.16-13, there is no reason to believe that the alternatives would affect El Charro roadway traffic during standard operations. Please refer to Master Response 3 of this document, regarding the Chain of Lakes/El Charro alignment.

- 34.10 Economic effects on private mining operators do not constitute environmental impacts pursuant to CEQA. Please refer to the Master Response 3 in this document, regarding the impact of the BART extension alternatives through the Chain of Lakes area. All of these alternatives are proposed to traverse the area on an aerial structure which would allow vehicular traffic to pass underneath the BART alignment. If these alternatives were selected for further engineering and environmental review, the elevated structure and the siting of its support columns and footings would be designed to avoid impact on mining operations, traffic circulation, and emergency access/egress to the area.

Please refer to Master Response 3, regarding the impact of the BART extension alternatives through the Chain of Lakes area. The ability to access El Charro Road from Stanley Boulevard for emergency ingress/egress would not be affected, because the BART alignment through this area would not impact any existing or planned roadway connections. The alignment would be on an aerial structure which would be designed to pass over the existing and planned roadways in the area.

Because this is a Program Draft EIR, it is intended to allow a comparison of alternatives at the conceptual level. Consequently, a design plan for the Isabel/Stanley Station has not been prepared. Once a decision on the proposed project is made, a more detailed project EIR as well as a design plan for the station would be prepared, which would allow a determination of station impacts and mitigation regarding access to the adjacent properties.

- 34.11 While the El Charro Road alternatives include the potential use of existing railroad rights-of-way for BART tracks, they would not displace the existing UPRR track or interfere with freight operations. Construction-period activities may temporarily impede freight movements, and those activities would be evaluated at a more specific level if an alternative that traverses the Chain of Lakes area is selected and BART elects to advance it to more detailed engineering and environmental review.

- 34.12 Section 3.4, Population and Housing, of the Draft Program EIR assesses the impacts of the extension alternatives related to the displacement of existing businesses or housing. Table 3.4-5 of the Draft Program EIR states that all of the built alternatives would have significant impacts related to displacement. However, effects on the value of private property do not constitute environmental impacts pursuant to CEQA.

Tables 3.4-7 to 3.4-15 of the Draft Program EIR list the total number of parcels that would be impacted by each alternative, separated by type of use. These tables reveal that each of the alternatives that intersect the El Charro Road area would require the acquisition of both residences and businesses, and portions of parcels along El Charro Road would need to be acquired (see page 3.4-16, paragraph 3).

Appendix C of the Draft Program EIR, Potential Land Acquisition for the BART to Livermore Extension Alternatives, contains a list of each parcel that would potentially be acquired, separated out by impacts due to station development, yard development, and alignment right-of-way. The list contains both residences and business that would potentially be displaced as a result of El Charro Road alignment right-of-way acquisition. Impacts related to property acquisition would be reduced to a less-than-significant level through Mitigation Measure PH-2.1, which requires implementation of an acquisition and relocation program that meets the requirements of State relocation law (see page 3.4-23, paragraph 1).

In addition, the Draft Program EIR evaluated impacts from the BART extension alternatives on land uses adjacent to the alignment. For example, Figure 3.10-12 (page 3.10-32) indicates that there would be significant noise impacts along the El Charro corridor for the two residences noted by the commentor.

- 34.13 Construction of an aerial structure through the Chain of Lakes area would allow some flexibility in the placement of supporting columns that would minimize direct impacts to streams such as Arroyo Mocho or Arroyo las Positas. Please refer to Master Response 1 of this document, regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document. As stated in the Draft Program EIR, direct impacts were assessed for features within 25 feet of an alternative's footprint (see page 3.8-28, last paragraph). Indirect impacts were assessed for features within 100 feet of an alternative's footprint (see page 3.8-29, first paragraph). The linear feet of creeks within the direct or indirect study area provide a relative indicator of the alternatives' potential encroachment into creeks, whether or not the alternative corridor intersects the creek or the creek runs parallel/alongside the alternative. The linear feet of creeks and streams within the direct and indirect impact areas were measured and are presented in Table 3.8-6 on page 3.8-35 of the Draft Program EIR. Table 3.8-5 on page 3.8-34 of the Draft Program EIR lists the number of creek crossings for each alternative. As noted in footnote b of Table 3.8-5, multiple creek crossings of the same creek are counted.

The effects of tracks running near streams on water quality are addressed under Impact HY-5 (see pages 3.8-50 to 3.8-55), which describes general stormwater pollution and runoff principles, existing regulatory requirements, and characteristics of the alternatives that could cause or contribute to water quality degradation. Operation of the BART train cars along the alignment would not be expected to cause or contribute to substantial additional pollutant sources because the vehicles would be powered by electricity, and would generate only a small increase in oil, grease, and metals that would likely be less than the amounts generated by individual vehicles to support the same number of passengers (see page 3.8-51, paragraph 2). The majority of pollutants in stormwater runoff from the BART extension alternatives would be associated with the stations and maintenance facilities. Additionally, pursuant to the Alameda Countywide Clean Water

Program (ACCWP), the BART extension alternatives would be required to implement and maintain post-construction best management practices to reduce pollutants in stormwater runoff. These measures would include both source control and treatment best management practices.

The effects on erosion and siltation are addressed under Impact HY-2 (see page 3.8-43 to 3.8-45) and water quality effects are addressed under Impact HY-5 (see page 3.8-50 to 3.8-55). These impact analyses include potential effects to all surface water features, including the number of creek crossings, and also describe the existing regulatory requirements and BART Facility Standards that ensure that water quality impacts associated with crossings are less than significant.

As such, potential effects of the alternatives on water quality and stormwater runoff are addressed in the Draft Program EIR.

- 34.14 The Draft Program EIR identified proposed general station locations for each of the project alternatives and analyzes the environmental impacts that might result in those station locations at a level appropriate for a program EIR. The station footprints were delineated to be large enough to encompass station facilities, parking, ingress/egress, and circulation. However, details regarding design and siting of facilities within the large footprints are more appropriately considered during the project-level review when a preferred alignment and station locations have been selected. Please refer to Master Response 1 of this document, regarding the level of detail for analysis of impacts and mitigation measures that is appropriate in a programmatic environmental document.
- 34.15 The Draft Program EIR did include a cumulative analysis, which was introduced on pages 3.1-6 through 3.1-12 of the Draft Program EIR, and each chapter included a cumulative analysis for its topic (transportation, land use, etc.). Additional analysis has been provided in Master Response 3 of this Final Program EIR, which evaluates the potential impacts of the various alternatives on the Chain of Lakes.
- 34.16 The Draft Program EIR addresses existing greenhouse gas (GHG) levels starting on page 3.11-7, describes the various GHG-related regulations starting on page 3.11-14, and begins the impact discussion on GHG starting on page 3.11-26. All the build alternatives are expected to have a beneficial impact on GHG emissions.

BART Comment Form.jpg - Gmail

Letter 35

Page 1 of 1

1-20-10 (My Internet connection is down)

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Robert W. Taylor Organization/Business: Retzlaff Vineyards
Address: 1356 S. Livermore Ave City: Livermore State: CA Zip: 94550
Phone: 925-447-8941 Email: retzlaffwinery@gmail.com

COMMENTS / QUESTIONS:

I have been a business man in Livermore for 25 years. BART, to Pleasanton has been helpful to me personally, and BART to Livermore will be a help to business including downtown wine-tasting rooms.

35.1

A BART station (underground) will serve this area best, offering direct access ^{for} the citizens of Livermore ~~and~~ as well for ACE commuters.

A second BART station at Vasco Road seems to offer the best compromise for commuters, and also a better place to live than beyond Livermore's industrial district at Greenville. Isolated housing such as the Springtown Area of Livermore has been troublesome, no shopping, post office, etc.



<https://mail.google.com/mail/?ui=2&ik=8f6e990c87&view=att&th=1264061049428074&...> 1/20/2010

Letter 35 Retzlaff Vineyards

- 35.1 This comment concerns the merits of individual project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

Letter 36



January 21, 2010

VIA US MAIL

Mr. Malcolm Quint
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 16th Floor
 Oakland, CA 94612

Re: Response to BART to Livermore Extension Draft Environmental Impact Report

Dear Mr. Quint:

This letter serves as the San Jose Shark's ("Sharks") comments to the BART to Livermore Extension Draft Environmental Impact Report (herein referred to as the "DEIR").

Sharks have been engaged in discussions with City of Pleasanton ("City") and Alameda County Surplus Property Authority ("County") for over 4 years regarding development of a public ice skating facility at Staples Ranch.

36.1

We have not been involved in a detailed review of the proposed BART to Livermore extension ("Extension"); thus we offer no detailed comments on the deal. Rather we observe and wish to comment on the DEIR that we would be opposed to and any proposed alignment of such Extension that will adversely affect the development of Staples Ranch. Given the various public policy issues attendant to the Extension and the time, effort, expectations and money spent on review and approval of the Staples Ranch by many people and public agencies, any decisional conflict between the goals of the Extension and implementation of Staples Ranch Plan approval must be resolved in favor of the Staples Ranch Project.

I am certain that the City of Pleasanton and others will provide detailed comments regarding proposed alternative alignments of the Extension that do not adversely affect development of the Staples Ranch. It would be very detrimental to the public's confidence in the City's/County's/BART's land use and transportation planning procedures to have BART approve an alignment for the Extension that may never get built at the expense of the Staples Ranch Project which has been worked on for years.

Sincerely,

Donald D. Gralnek
 EVP/General Counsel San Jose Sharks, LLC

San Jose Sharks, LLC 525 W. Santa Clara Street, San Jose, CA 95113 Telephone 408-287-7070 Fax 408-999-5797 www.sjsharks.com



SJSE
 San Jose Sharks Entertainment

Letter 36 San Jose Sharks

- 36.1 See Master Response 4, for a discussion of the treatment of Staples Ranch in the Draft Program EIR and the potential for impacts to sensitive receptors at the Staples Ranch site.

Letter 37



save MOUNT DIABLO

Board of Directors

- Malcolm Speul
President
- Amara Morrison
Secretary
- Frank Varenchik
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- Doug Knauer
- Allan Prager
- David Sargent
- David Trotter
- Directors*

January 21, 2010

Malcolm Quint
San Francisco Bay Area Rapid Transit
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Re: BART to Livermore Extension Draft Environmental Impact Report

Mr. Quint,

Save Mount Diablo appreciates the work of staff in the preparation of the draft Environmental Impact Report (dEIR) for the BART to Livermore Extension project and the opportunity to make comments on the document.

Save Mount Diablo (SMD) is a non-profit conservation organization founded in 1971 which acquires land for addition to parks on and around Mt. Diablo, and monitors land use planning which might affect protected lands. We build trails, restore habitat, and are involved in environmental education. In 1971 there was just one park on Mt. Diablo totaling 6,788 acres; today there are thirty-nine parks and preserves totaling almost 100,000 acres. We include 7000 donors and supporters.

One of our goals is a protected open space corridor stretching south from Mt. Diablo across Altamont Pass through Eastern Alameda County, ensuring that Mt. Diablo's public lands and wildlife habitat are never cut off from the rest of the Diablo Range to the south. Our goals are to protect wildlife corridors, extend recreational corridors and preserve the visual backdrop for the Livermore Valley.

In our review of the nine alternatives presented in the dEIR, Save Mount Diablo focused on the project's impacts to biological resources – particularly special-status species, their habitat and movement corridors.

Wildlife corridors across Altamont Pass are of extreme importance. Nearly 100,000 acres, almost all off it contiguous, are protected north of Highway 580 and Altamont Pass, stretching from Walnut Creek to Brushy Peak Regional Preserve in Livermore.

An even larger acreage is protected south of Altamont Pass, at Carnegie State Recreation Area, Site 300, Del Valley Regional Park, the Ohlone Regional Wilderness, Henry Coe State Park, and the Nature Conservancy's Mount Hamilton project, etc.

SMD comments. BART to Livermore project draft EIR, 1/21/2010

Executive Director
Seth Adams
Director, Land Programs

Julie Seelen
Development Director

Monica E. Oer
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Website
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Founders
Arthur Bonwell
Mary L. Bowerman



Meanwhile, Altamont Pass represents a 10 mile wide, largely grassland corridor from Greenville Road to the California Aqueduct. This land is subject to relatively good growth management protections but also fragmented by infrastructure projects, many of them linear and east-west in nature. There may be no more than a dozen significant wildlife crossing opportunities for terrestrial or aquatic species, some of which are rendered unlikely given topography. One of the single best sets of crossings allowing wildlife movement is in the vicinity of Greenville Road—the freeway undercrossing and the areas serving railways and the South Bay aqueduct. Loss of this connection could render protected lands to the north genetically isolated and increase chances of extinction there of a variety of special status species.

Save Mount Diablo's Position

Save Mount Diablo believes that the draft Environmental Impact Report (dEIR) does not sufficiently address the significant impacts or apply adequate mitigation measures for the BART to Livermore Extension project.

The draft EIR inaccurately concludes that the project will not have impacts on wildlife movement corridors, it does not include updated surveys or adequate existing studies to determine the presence of special-status species at the project site, and it is vague in its description of the measures that will mitigate the potential impacts of the project.

37.1

Two of the stations proposed in the project – the Greenville and Vasco stations – could have growth inducing impacts which would expand into the western edges of a grassland wildlife corridor. The Greenville Station is located mostly outside of Livermore's Urban Growth Boundary. Transit oriented development associated with the station would protrude even further beyond the UGB and into the grassland corridor. The Vasco Station, located approximately one mile inside the eastern edge of the UGB, would also be growth inducing and include transit oriented development that would put pressure on the western edges of the grassland corridor.

The dEIR dismisses the possibility that the project would have any impacts on wildlife corridors in the area. In supporting this conclusion the document incorrectly cites the *Missing Linkages: Restoring Connectivity to the California Landscape* report as stating that the study area is not part of a wildlife corridor. The report actually asserts the opposite – that the grasslands of eastern Alameda County are an important wildlife corridor which needs to be protected. As a result, the draft EIR inaccurately assesses the importance of the area as a wildlife corridor and inadequately analyzes the project's potential impacts on this resource.

The draft EIR defers wildlife and floristic surveys of the project area until after the preferred route alternative has been selected. Save Mount Diablo believes this is inadequate.

37.2

Surveys to determine the presence special-status plant and animal species at the project site should be conducted as part of the draft EIR to allow for comprehensive analysis of the project's impacts at the earliest possible point in the process. Without information based on updated surveys, the lead agency and the public are limited in their ability to determine the full range of impacts that each alternative could have on sensitive species.

Even in the absence of such surveys, information already exists which can help in assessing relative impacts of various project locations. The CNDDB database, the Brushy Peak Regional Preserve Management Plan, the Tri-Valley Conservancy's North Livermore Resource Conservation Study, EIRs for a variety of projects such as the Altamont landfill, Los Vaqueros

SMD comments, BART to Livermore project draft EIR, 1/11/2010

2

37.2
cont.

reservoir expansion, Caltrans road improvements, etc. along with the East Alameda County Conservation Strategy, the Altamont Pass Wind Resource Area Conservation Plan, though in draft stages, have already collected information, mapped vegetation and habitats, etc, which can be used in considering relative biotic impacts.

The mitigation measures proposed for the project's impacts on a variety of special-status plant and animal species are inadequate. Each of the mitigation measures addressing impacts to special-status species defers decisions about specific compensation ratios for habitat loss to a future date. The draft EIR can only propose sufficient mitigations if the project's impacts include mitigation measures with a clear identification of adequate habitat compensation ratios within the document.

Project Description

The San Francisco Bay Area Rapid Transit system (BART) is proposing the BART to Livermore Extension to make public transportation more accessible to residents in Eastern Alameda County and to relieve vehicle traffic on major commuter routes. The draft EIR for the proposal reviews nine different route alternatives and five different station locations, each with a variety of impacts.

Although most of the construction and project related impacts that will occur under any of the alternatives will be located in developed areas, the project has the potential to have a number of significant impacts on sensitive biological resources.

37.3

The Greenville Station and the Vasco station are of particular concern for Save Mount Diablo because both stations are located along the eastern edges of Livermore. The Greenville Station is located mostly outside of the City of Livermore's Urban Growth Boundary on the edge of undeveloped grasslands. The Vasco Station is located approximately one mile inside of the UGB.

Both stations would have growth inducing impacts that would put further development pressure on the open grasslands outside of the UGB to the east and would have the greatest amount of impact on special-status plant and animal species in comparison to other alternatives.

Three of the proposed alternatives – Alternatives 1, 1a, and 1b – include the Greenville Station. Two of the proposed alternatives – Alternatives 2 and 2a – include the Vasco Station.

Although the alternatives that include a Greenville or Vasco Station would have the greatest amount of impact, all of the alternatives would have significant impacts on sensitive environmental resources.

Save Mount Diablo would like to provide the following comments on the BART to Livermore project and draft EIR.

37.4

Save Mount Diablo's Comments

Wildlife Corridors

Of particular importance to Save Mount Diablo are the impacts that the BART to Livermore Extension project could have on wildlife corridors in the area.

37.4
cont.

The undeveloped grasslands east of Livermore and into the Altamont Hills are an important wildlife corridor between the open spaces of Contra Costa County and Alameda County for a variety of special-status wildlife species.

Unfortunately, wildlife movement through the grasslands east of Livermore is already fragmented and impacted by a number of barriers including Highway 580, Highway 205, the state and federal aqueducts, the Altamont Landfill, Mountain House Golf Course, the Altamont Motorsports Park and the Mountain House project.

As eastern Alameda County and western San Joaquin County continue to develop, open spaces and wildlife movement corridors are becoming increasingly fragmented.

Maintaining and enhancing the few remaining connections across barriers such as Highway 580 is vital in successfully protecting these important linkages

Save Mount Diablo believes that the BART to Livermore Extension project, particularly any alternative that includes a Greenville or a Vasco station, will have the potential to further impact and fragment movement linkages.

The draft EIR, however, only includes one brief paragraph discussing wildlife corridors which concludes that "the study area is not part of a major or local wildlife corridor/travel route" and "much of the study area has already been divided by I-580, and wildlife are not likely to move through the study area north to south (or vice versa)." (BART to Livermore draft EIR, Page 3.9-34)

Save Mount Diablo disagrees with this assertion.

Missing Linkages Report

The dEIR cites the *Missing Linkages: Restoring Connectivity to the California Landscape* report prepared by the California Wilderness Coalition to support their assertions related to wildlife corridors. However, the *Missing Linkages* report actually supports the reverse conclusion than the assertions made in the draft EIR.



According to the *Missing Linkages* report, although the Altamont Hills linkage was identified as a connectivity Choke-Point, "the linkage was identified as providing habitat connectivity for San Joaquin kit fox, golden eagle, burrowing owl, California Condor, and California tiger salamander." (Missing Linkages Report, Page 37)

The report identifies urbanization as one of the specific threats to wildlife movement in the area and highlights the importance of maintaining and enhancing the few linkages across I-580. **Specifically, the documents states that "Maintaining adequate habitat cover at the Greenville Road crossing was named as a restoration priority."** (Missing Linkages Report, Page 38)

Rather than providing support for the dEIR's conclusion that there are no wildlife corridors in the project area, the *Missing Linkages* report provides evidence that the project area is part of a critically important linkage and the proposed location of the Greenville Station is identified as an important preservation and enhancement spot. Approving development at Greenville Road and Highway 580 would be counter to the goals of the *Missing Linkages* report.

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- 37.4 cont.  The fact is that wildlife moves between open space areas to the north and south of Highway 580. Further, that there are a limited number of places where this movement takes place, including the Greenville Road undercrossing and other undercrossings, overpasses, and culverts related to the freeway and aqueducts in the vicinity of some of the proposed project locations.
- Special-Status Species Occurring Near Project Area**
Figure 3.9-3 shows a map identifying sensitive species occurrences in the Tri-Valley area based on the California Natural Diversity Database. The map shows a variety of different species occurring in high numbers in the grasslands east of Livermore on both the north and south sides of Highway 580, including the San Joaquin kit fox, a federally listed endangered species which may travel large distances daily.
- 37.5 According to the 2009 draft EIR for the Los Vaqueros Expansion project - located approximately 5 miles to the north of the proposed Greenville Road station - "recent distribution data from CDFG, USFWS (unpublished GIS data), and CNDDB (CDFG, 2008) suggest possible fox populations in the Black Diamond Mines area, near Brushy Peak" and in the Altamont area. Based on these reports and the draft EIR for the BART to Livermore project, it appears as though the grasslands east of Livermore serve as a wildlife corridor for the San Joaquin kit fox. Maintaining and improving the few remaining undercrossings – like the one at Greenville Road – and culverts that allow the kit fox to cross barriers is important to preserving this linkage. Loss or degradation of a single existing corridor connection through Altamont Pass could isolate the kit fox population north of Highway 580, resulting in the extinction of the species in the northern part of its range.
- Growth Inducing Impacts**
The BART to Livermore Extension will likely have growth inducing impacts by encouraging a greater amount of development, particularly around new stations. According to the draft EIR, "it is reasonable to also expect that new development in addition to that already planned or proposed could be fostered by improved transit services and accessibility to BART's regional transit system." (BART to Livermore draft EIR, Page 3.9-34)
- 37.6 The Greenville Road and Vasco stations will likely have growth inducing impacts that will increase pressure to develop the undeveloped grasslands inside and outside of the Urban Growth Boundary east of Livermore, and stretching south along the edge of Livermore. Approving a station that is located mostly outside of the UGB will weaken planning standards that discourage development in areas meant for agriculture and open space preservation.
- As the draft EIR states, "The Greenville East is proposed predominantly for agriculture, and the majority of the station lies outside of the Urban Growth Boundary for North Livermore. Development pressures to take advantage of BART stations of these latter two locations [Greenville and Isabel/Stanley] could induce local growth." (BART to Livermore draft EIR, 4-8)
- 37.7  The draft EIR concedes that locating a station at Greenville Road will likely have growth inducing impacts which would put development pressure on the lands surrounding the station. Encouraging growth east into the undeveloped grasslands would further fragment and impact the ability of wildlife to move through the area.
- SMD COMMENT 1 – The draft EIR for the BART to Livermore Extension project inadequately analyzes the suitability of grasslands along the eastern edges of**

SMD comments, BART to Livermore project draft EIR, 1/21/2010

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Livermore for wildlife movement corridors. As a result, it inaccurately concludes that the project will have no impact on wildlife corridors.

The EIR should re-evaluate the project's potential impacts on wildlife movement and give special attention to the Missing Linkages study referenced in the draft EIR.

In analyzing the project's potential impacts to wildlife movement in the grasslands of eastern Alameda County, the EIR should consider the cumulative impacts of other projects in the area. Expansion and maintenance of Highway 580 and railroad tracks in the area could further impede wildlife movement. Expansion of the Altamont Landfill would also further degrade the area's suitability for wildlife movement. The EIR should account for existing barriers to wildlife movement and identify proposed projects that would expand or create new barriers in the area.

Environmental review should include a wildlife corridor study in eastern Alameda County along the I-580 corridor to identify and locate any freeway undercrossings, culverts, etc., that are used as safe crossing by wildlife, or which could be improved or enhanced to support such movement. Depending on the level of significance that is determined for the impacts, mitigations could also include providing funds to pay for the preservation and enhancement of existing crossings.

Insufficient Impact Analysis

The draft Environmental Impact Report for the BART to Livermore Extension project does not include an adequate analysis of the project's potential impacts to sensitive biotic resources. Each of the alternatives being considered would have varying levels of impacts on special-status wildlife species and their habitat, special-status plant species, and wetlands resources.

Although the draft EIR concedes that each alternative will have some level of impacts on biological resources, no site specific surveys have been conducted to support any conclusions about the level of impacts each alternative would have. As a result, an insufficient amount of information is available for BART as the lead agency and the public to make a determination about which alternative is preferable given impacts.

- 37.8 For example, one of the mitigation measures meant to address the project's potential impacts on wetlands states that a wetlands delineation report will be prepared once an alternative is chosen. Similarly, the draft EIR states that "No floristic surveys have been conducted for the BART extension alternatives" and "No habitat assessments or surveys have been conducted for special-status amphibians and reptiles, including CRLF, CTS, and WPT in the BART extension alternatives study area." (BART to Livermore draft EIR 3.9-58) The project's impacts on each of these sensitive resources will not be determined until after the alignment of the BART extension has been chosen.

Save Mount Diablo believes that this method produces an insufficient amount of information and does not comprehensively analyze the projects potential impacts at the appropriate time, especially given regional data which already exists

Avoidance is the best type of mitigation. The best way to reduce impacts on special-status plant and wildlife species is to choose an alternative that will result in a smaller loss of sensitive habitat and result in the least growth-inducement in sensitive areas. Postponing site specific floristic and wildlife surveys until after a route has been chosen does not give BART or the

SMD comments, BART to Livermore project draft EIR, 1/21/2010

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public informed analysis in deciding relative impacts of different station locations. Surveys should be conducted as part of the environmental review process before a route is chosen and the information produced in these surveys should be used to help determine which route alternative would have the fewest impacts on sensitive biotic resources.

SMD COMMENT 2 – The draft EIR should provide comprehensive and up to date information about the sensitive biological resources that could potentially be impacted by the BART to Livermore Extension project. Delaying site specific studies for wetlands, special-status plant species, and special-status wildlife species to a future stage in the process limits the amount of information available to BART and the public to make an educated determination about which alternative is best as it relates to impacts on biological resources.

Site specific studies should be conducted now as part of the draft Environmental Impact Report evaluation of all of the proposed alternatives. By postponing these studies to a future date, the draft EIR includes an insufficient amount of information about the project and its impacts.

Additionally, all existing studies conducted for projects in the vicinity of the project area should be used to determine sensitive resources.

Inadequate Mitigation Measures

The draft EIR proposes a range of mitigation measures meant to address the project's impacts on special-status plant and animal species. These mitigation measures include compensation measures whereby habitat is preserved to compensate for the habitat that is lost through project impacts.

When discussing the mitigation measures for the impacts to California red-legged frog, California tiger salamander, and Western pond turtle, the draft EIR states that BART would preserve additional upland habitat within a USFWS-approved conservation area. The document goes on to state that "BART would coordinate or consult with USFWS to determine the appropriate compensation ratio and location of the conservation area." (BART to Livermore draft EIR, 3.9-62)

Although avoidance is always the best option to mitigate potential impacts to sensitive biotic resources, Save Mount Diablo supports the draft EIR's proposed compensation of habitat lost as a result of the project. However, the document defers discussions with regulatory agencies regarding decisions on the specific compensation ratio to a future date. Again, by postponing this decision the, draft EIR is proposing inadequate mitigation measures to address the project impacts. By beginning regulatory consultation early, BART can benefit from the collective wisdom of the agencies and potentially avoid costly mitigation.

Save Mount Diablo has been involved in a number of projects which included habitat protection to mitigate for development impacts. Standards for the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) often require a mitigation ratio of 3:1 or greater for California tiger salamander habitat and 6.5 acres for every pair of Burrowing owls displaced.

Mitigation compensation ratios should be determined as part of the EIR process. Otherwise, BART could adopt the EIR, approve the project and then determine that it is only going to do a

SMD comments, BART to Livermore project draft EIR, 1/21/2010

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mitigation ratio of 1:1, resulting in mitigation measures that are inadequate and decided upon with no opportunity for the public to provide input.

SMD COMMENT 3 – Consultation with USFWS and other regulatory agencies should happen before the EIR is adopted and the project approved. Compensation ratios should be determined as part of the mitigation measures included in the draft EIR. Furthermore, compensation mitigation ratios for impacted special-species should be at least a 3:1 ratio.

Other Planning Efforts in Eastern Alameda County

The draft EIR does not include any discussion of either the East Alameda County Conservation Strategy (EACCS) or the Altamont Pass Wind Resource Area Conservation Plan NCCP/HCP (APWRA). The EACCS and the APWRA Conservation Plan are multi-jurisdictional planning efforts to consider broad mitigation measures and strategies to balance impacts to species-status species in eastern Alameda County. Both of these planning efforts are ongoing, have already collected baseline data, and would provide important information concerning sensitive biological resources in the area.

The draft EIR should include a discussion about how the proposed BART to Livermore Extension relates to the EACCS and the APWRA Conservation Plan. Specifically, the draft EIR should determine whether any part of the proposal would conflict with the goals of these planning efforts

We appreciate your consideration of our comments. Please notify us of any changes or updates related to this application.

Thank you,


Troy Bristol
Land Conservation Associate

Letter 37 Save Mount Diablo

37.1 Please refer to Response 1.2 of this document, regarding wildlife corridors. In addition, please also refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses. Master Response 1 also includes a discussion of the adequacy of the mitigation measures included in the Draft Program EIR. The Draft Program EIR (see pages 3.9-17 to 3.9-32), includes discussion of special status species in the project area based on existing studies. As discussed in the Draft Program EIR (see pages 3.9-43 to 3.9-72), updated species surveys will be conducted when a specific project is proposed.

Growth-inducement affects are discussed in Section 4.4 of the Draft Program EIR, beginning on page 4-5 of the document. The Draft Program EIR acknowledges that there may be an indirect growth-inducing effect. To the extent that the improved transit system would encourage development by improving mobility and access to the area, the BART to Livermore extension could have an indirect growth-inducing effect by accelerating planned growth in a more compact, transit-oriented form in and around station sites. As noted in the comment, although the Vasco Station site is approximately 1 mile within the Urban Growth Boundary (UGB), the Greenville East Station site would be partially outside the boundary. Please refer to Responses 10.1 and 25.3 of this document, regarding identification in the Draft Program EIR of potential program conflicts with the UGB and the voter approval process that would be required to amend the UGB. However, should an alternative that conflicts with the UGB be selected, these impacts will be assessed in greater detail during the project-level environmental review process.

BART agrees that the Altamont Hills and the grasslands of eastern Alameda County contain important wildlife corridors as presented in the Missing Linkages; Restoring Connectivity to the California Landscape Report. The report refers to the Altamont Hills area as a connectivity choke-point based on the fact that the two grassland habitat areas north and south of I-580 are divided by the freeway. The Altamont Hills were identified as a connectivity choke-point for movements of San Joaquin kit fox, golden eagle, burrowing owl, California condor, and California tiger salamander. Numerous barriers were mentioned for the Altamont Hills linkage: I-580, Altamont Hills wind turbine development, development and expansion of Los Vaqueros Reservoir, the California Aqueduct, and loss of habitat from development in Brentwood, Antioch, Tracy Hills, and South Schulte. Maintaining adequate habitat cover at the Greenville Road crossing was identified as a restoration priority. The "Greenville Road crossing" referred to in the Missing Linkages report represents the crossing west of the ACE railroad lines. The crossing is located 0.2 miles east of the actual Greenville Road underpass. Approximately 300 feet wide, the Greenville Road crossing is where the old Southern Pacific Railroad (SPRR) would start its ascent up the Altamont Hills. In summary, the Missing Linkages report focuses on the Altamont Hills since that is the area where suitable habitat would be present. As a result,

the urban areas of Dublin, Livermore, and Pleasanton are not included in this evaluation of wildlife migration since the urban uses preclude the presence of habitat and of some of the species identified in the Altamont Hills linkage. BART analyzed the current conditions at the "Greenville Road crossing" and reached the conclusion that this underpass east of the Greenville Road is not serving as a major or local wildlife corridor since the functions of the crossing have been rendered unusable by current land uses and therefore BART did not misinterpret the report. The commentor's suggestion that a BART extension would induce potential growth in the areas of the Greenville Station and Vasco Road Station and put pressure onto other wildlife corridors within the study area is incorrect, because there are no other identified wildlife corridors in the area of the BART extension alternatives besides that at Altamont Hills.

37.2 As the comment notes, information for analysis of "relative biotic impacts" on special-status species in the project area already exists in various databases and studies. The Draft Program EIR (see pages 3.9-23 to 3.9-32) includes discussion of special status species in the project area based on existing studies. This information is sufficient for a program-level analysis, in order to identify which alignment alternatives are sensitive to biological resource impacts and to assist in the selection of a preferred alternative. BART will conduct surveys and prepare an updated inventory of species at the project stage, including species that may not now be present but may be present at that time. As discussed in the Draft Program EIR, pages 3.9-51 to 3.9-72, updated species surveys will be conducted when a specific project is proposed. Please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses, and to Master Response 7 regarding the timing of species surveys.

37.3 Section 3.9, Biological Resources, in the Draft Program EIR extensively discusses the impacts on sensitive biological resources of all of the alignment alternatives. Please refer to Responses 10.1 and 25.3 of this document, regarding identification in the Draft Program EIR of potential program conflicts with the UGB and the voter approval process that would be required to amend the UGB. However, should an alternative that conflicts with the UGB be selected, these impacts will be assessed in greater detail during the project-level environmental review process (please refer to Master Response 1 of this document, regarding the differences between program- and project-level analysis).

As noted in this comment, the Vasco Road Station is located about 1 mile inside the UGB. However, the Vasco Road Station area does not extend beyond the UGB, and as shown in Figure 3.3-1 (page 3.3-5) of the Draft Program EIR, the station area is a mix of industrial, residential, institutional, and vacant uses. Although 729 housing units are expected to be built in the area by 2030, the vast majority of this growth would occur within vacant urban land to the north of the station site, the result of Livermore's Brisa Neighborhood Plan (see Figure 3.3-4, page 3.3-21). In addition, current land use designations prevent achieving more residential units around the Vasco Road Station (page 5-17, paragraph 3). As a result

of these conditions, the Vasco Road Station would not place significant development pressure on grasslands to the east of the UGB.

- 37.4 Please refer to Response 1.2 and 37.1 of this document, regarding wildlife corridors. Although the commentor states that the Vasco Road Station would have the potential to further impact and fragment movement linkages, any development outside of the existing UGB would require a voter approval process that would amend the UGB. There is no evidence to suggest that by accelerating planned growth in a more compact, transit-oriented form in and around station sites, the Vasco Road Station would impact and fragment the movement corridor in proximity to the Greenville Road, which has already been rendered unusable by current land uses in the area.
- 37.5 Please refer to Response 1.1 of this document, regarding the San Joaquin kit fox. In addition, please also refer to Response 1.2 of this document, regarding wildlife corridors.
- 37.6 As noted in this comment, both the Vasco Road and Greenville East stations are expected to foster at least some degree of development in their respective station areas. The comment also correctly states that the Greenville East Station area is composed predominantly of agricultural land outside the UGB. The land use, biology, and growth-related impacts of the Greenville East Station are fully assessed in the Draft Program EIR. The fact that the Greenville East Station contains agricultural resources and conflicts with the UGB is clearly highlighted as a “Key Environmental Consideration” in Table S-2 of the document (page S-13). In addition, Section 3.3, Land Use, assesses the potential of each alternative to promote the premature conversion of agricultural lands. The document identifies 250 acres of Williamson Act-contracted property adjacent to the Greenville East Station footprint (page 3.3-53, paragraph 10) as responsible for the potentially significant and unavoidable impact to agricultural resources of Alternatives 1, 1a, and 1b (see Table 3.3-6, page 3.3-36). The Draft Program EIR also states that disturbed annual grassland is found in the Greenville East Station area (page 3.9-11, paragraph 4). As identified in Table 3.9-4 (page 3.9-45), Alternatives 1, 1a, and 1b were found to have potentially significant impacts related to special status habitats, largely the result of undeveloped land in the Greenville East Station area (Table 3.9-5, page 3.9-46). Refer also to Responses 10.1 and 25.3 of this document, regarding identification in the Draft Program EIR of potential program conflicts with the UGB and the voter approval process that would be required to amend the UGB.

Finally, please refer to Response 37.3 of this document, regarding the potential growth-related impacts of the Vasco Road Station due to its proximity to the UGB and undeveloped land.

- 37.7 Please refer to the responses above and to Response 1.2 of this document, regarding wildlife corridors. The I-580 expansion and Altamont Landfill expansion was taken into consideration when analyzing cumulative impacts for the BART extension alternatives in the Draft Program EIR (see page 3.9-72) since these projects are within the cumulative

- context of the analysis. Other I-580 undercrossings (i.e., waterways) were also visited during the reconnaissance surveys for the BART extension alternatives. It was determined that since the alternatives would use free-span sections, these culverts would not be impacted and thus no impact to wildlife crossings would occur. Additionally, as mentioned in Response 1.2, these wildlife crossings would not be considered wildlife corridors since they do not connect two significant habitat units.
- 37.8 Please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses, and Master Response 7, which addresses biological resource impacts and timing of updated site specific surveys.
- 37.9 Please refer to Master Response 1 of this document, regarding the differences between program- and project-level analyses, including the sufficiency of mitigation at the program level.
- 37.10 BART is aware of the ongoing efforts of the Altamont Pass Wind Resource Area (APWRA) Conservation Plan NCCP/HCP and the East Alameda County Conservation Strategy (EACCS). Both of these strategies, as mentioned by the commentor, are ongoing and in the draft phase. The APWRA Conservation Plan is being developed to minimize impacts to birds caused by wind turbine operations and to conserve birds and other terrestrial species while allowing wind energy development and operations in the APWRA. As described in the APWRA website, “the Plan is the first of its kind in California, and focuses on conserving the natural communities and sensitive species affected by the impacts of operation, maintenance, and construction of wind turbines.” The applicability of the APWRA on the BART to Livermore extension will be evaluated during project-specific environmental review. The APWRA Conservation Plan is anticipated to be completed in late 2011.

The EACCS is being developed with the BART extension buildout included. The EACCS cites the City of Livermore General Plan, which includes the Greenville Yard area within the UGB, and includes the following, mostly urban, designations: NMH - Neighborhood Mixed High Density; OSP – Parks, Trail Ways, Recreation Corridors, and Protected Areas; CF-S – School general; and ULM/UH-4 – Urban Low Medium Residential/Urban High Residential 4=18-22 d.u./a.c.⁴² The EACCS includes the northern portion of the Greenville Yard as part of the Urban/Developed Land Designation; however, they did not include the BART-owned property within this land designation.⁴³

⁴² City of Livermore General Plan 2003 – 2025, as amended June 2009.

⁴³ East Alameda County Conservation Strategy. East Alameda County Conservation Strategy Document (Working Draft). Available on-line at <http://www.eastalco-conservation.org/documents.html>.

Letter 38

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

January 21, 2010
By E-Mail to:
info@bartolivermore.org

Malcolm Quint
Bay Area Rapid Transit District
300 Lakeside Drive, 16th floor
Oakland, CA 94612

Re: BART to Livermore Extension Program DEIR

Dear Mr. Quint:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is a Bay Area non-profit focused on climate change as it pertains to the fields of transportation, land use and air quality. In this letter, we seek to bring an innovative approach to your attention that has not been considered so far, perhaps because it involves the cooperation of multiple agencies. The California High-Speed Rail Authority's Altamont Rail Corridor Project creates the possibility of synergies with the BART Livermore Extension that deserve to be studied.

38.1

If the Altamont Rail Corridor Project is fully funded by MTC and supported by the High-Speed Rail Authority ("Authority") and BART, the Altamont Corridor Express could be operated by BART in the same way it operates the Capitol Corridor. Instead of two expensive rail systems paralleling each other in Livermore, great savings could be accomplished by converting the BART tracks from Bay Fair to Dublin to standard gauge, connecting to the current ACE system. This would give ACE a very fast route through the Tri-Valley region, while providing the additional station or stations in Livermore contemplated by the Livermore Extension. As funding and the progress of the HSR project itself permit, the tracks can be re-electrified to make them High-Speed Rail ("HSR") compatible. While we understand this proposal to significantly expand the scope of the proposed project, we urge BART staff and Board to give it due consideration, as folding this project into a larger Altamont Rail Corridor Project would offer many benefits.

The BART to Livermore Extension Program DEIR ("DEIR") sets forth data that supports the idea of substituting a different mode for the proposed BART extension, and connecting to the San Joaquin Valley:

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38.2

- "The BART extension alternatives would attract trans-Altamont commuters and assist in redistributing trips away from highways between Livermore and the inner Bay Area, which includes I-580."
- The beneficial impacts of the project listed on p. S-12 would be enhanced if commuters from the San Joaquin Valley were able to take the train to Livermore, rather than drive there.
- An area of concern was "... evaluate ability of the alignment alternatives to alleviate future traffic congestion on I-580 within the study area and **between the study area and San Joaquin County.**" (p. S-12, emphasis added.)
- "The heavy commute flow between the Central Valley and the Bay Area over the Altamont Pass is served by I-580, but the capacity of this facility is typically maximized during peak commute periods, causing this stretch of Alameda County to experience some of the worst congestion in the San Francisco Bay Area." (p. 4-5.)
- "More than 19,000 workers commute to Alameda County" from San Joaquin County. (p. 4-7.)
- "BART patrons from San Joaquin County represent a significant segment of the ridership in the Tri-Valley area." (p. 3.2-55.)

We believe the DEIR is incomplete without data indicating the origin of BART trips. While the language quoted above is indicative ("significant"), quantification is needed to understand just how significant the in-commuting is projected to be.

We believe that such a project could better meet the Project Objectives listed on p. S-3. Since much of the traffic in the corridor originates in San Joaquin County, it would make more sense from a transportation and air quality standpoint to divert that traffic to rail before it arrives in Livermore. This would eliminate significant congestion, greenhouse gas emissions, fuel consumption, and the need to provide so much parking. While this would require a change in project scope and complex interagency collaboration, the benefits could be very much worth it.

38.3

Because the High-Speed Rail Authority is being required to revise its Programmatic EIR/EIS for the Bay Area to Central Valley High-Speed Rail Project and revisit its decisions on that project, we recognize that the Altamont Corridor could serve as the alignment for that project. By funding the Altamont Rail Corridor, the Authority's combined project would add the benefit of the resulting ACE service between the Northern San Joaquin Valley and San Jose to the benefits of the previously approved Bay Area to Central Valley High-Speed Rail Project, at no additional cost.

In addition, this alternative would enable a High-Speed Rail service to be built from San Jose to Sacramento in an earlier time-frame, at a lower cost and with a much higher ridership than would otherwise be possible. While not part of the planned scope for the BART to Livermore Extension, we also propose a route that would enable both ACE and High-Speed Rail trains on the Altamont Corridor to access the Caltrain Corridor to San Francisco. This proposal has the added benefit of providing additional Transbay rail capacity, thus relieving future stress on BART's Transbay Tube.

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38.3 cont.	<p><u>The HSR Alternative</u> This Alternative seeks to achieve the fastest possible travel times through the Tri-Valley at the lowest cost and with the least disturbance of residents. To avoid the substantial expense of tunnelling and/or bridging through the Niles Canyon area, an existing rail right-of-way would be converted from the BART gauge to standard gauge. This Alternative would replace BART service with ACE service, and add a new Isabel/I-580 station, thus providing the Livermore Extension. High-Speed and ACE trains would emerge into the Tri-Valley from the tunnel through the Altamont Pass, and travel entirely within the I-580 right-of-way, thus minimizing travel time, construction cost and community impacts. The Dublin and Isabel stations would be built with proper height platforms, and equipped, if possible, with a center run-through track for expresses. This Alternative would be far more cost-effective than building a separate BART Livermore Extension and the Altamont Corridor Rail Project. Using standard gauge, HSR-compatible tracks adds tremendous flexibility to connect a large variety of locations with direct local and express service.</p> <p>The project scope would extend to where the I-580 rail right-of-way connects to the Capitol Corridor to San Jose. (See attached map, where the short purple line indicates a cut-and-cover tunnel under a high school's athletic fields.) If a wye were installed there, it would allow for ACE and HSR service to Oakland as well. An intermodal station would be built either where I-580 line crosses the BART Fremont line, or at Shinn Street, enabling transfers to the rest of the BART system.</p> <p>Thus connecting into the rest of the Altamont Rail Corridor Project, one could then travel to San Jose. If it were possible for the Project to purchase the section of the Capitol Corridor from this connection point to San Jose, it would enable a great increase in service to not only downtown San Jose, but also to North San Jose and Santa Clara, where there is a much larger travel market.</p>		
38.4	<p><u>The Local Service Alternative</u> If funding can be found to support Smart Growth efforts in Livermore, a low-cost Local Service Alternative would divert from the I-580 rail right-of-way to join either the current ACE alignment or the former SPRR right-of-way as close to the tunnel as possible. A single-track line dedicated to HSR-compatible trainsets, with passing sidings as needed, would serve the stations at Vasco Road and Downtown Livermore. If this Local Service Alternative is funded, there would be no need to build a station at Isabel, thus enabling higher operating speeds on the main line, due to there being only one HSR stop in the Tri-Valley. This single-track line would have adequate capacity for the service levels expected for this area, while reducing construction costs and the need for right-of-way. A low-cost, low-impact connection needs to be found from the Downtown Livermore station back to the I-580 rail right-of-way. It is not clear whether any of the current BART Livermore Extension alternatives meet these criteria.</p>		
38.5	<p><u>Growth-Inducing Impacts</u> Page 4-9 of the DEIR states "To the extent that improved transit systems encourage development by removing obstacles to mobility or improving access in the region, the</p>		

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38.5 cont.	<p>BART to Livermore Extension could have an indirect growth-inducing effect by accelerating planned growth in a more compact, transit-oriented form, along the chosen corridor and particularly in and around the proposed station areas." Given the long history of auto-oriented growth that has been induced by the BART system, we see nothing in the DEIR that would support this contention. The BART System Expansion Policy will not affect development in this locale, because "Based on this preliminary assessment, RDPs would not be required of the local jurisdictions to fulfill BART's ridership targets." (p. 5-12.)</p> <p>So, to reduce the project's growth-inducing impacts, the FEIR should adopt a mitigation requiring the City to adopt some specified minimum zoning densities within the half-mile station radii as a condition of BART approval of this project. Such zoning would ensure that future development will be compact. We believe that such requirements are missing but needed in the RDPs, if future projects are to not only generate riders but also reduce GHGs. The RDP needs to get at mode of access to BART, and the best way we know is to require compact development. Such mitigation is also needed to reduce GHGs generated by the drive-access trip to the BART station.</p>		
38.6	<p><u>The Transbay Alternative</u></p> <p>While not a part of the BART to Livermore Extension scope, we wanted to offer a concept that would enable BART to take some of the traffic load off the Transbay Tube: To connect the Altamont Corridor to San Francisco, the I-580 rail corridor would be extended along Route-238 into San Leandro, where it would travel in cover-and-cut tunnel under Lewelling Blvd., until it turns to parallel the Bay shore. It then travels along the shore, until it turns to parallel the San Mateo Bridge, on a new two-track high rail bridge. (See attached map.) These tracks would then connect into the Caltrain Corridor via an AirTrain station near the Airport, thus avoiding the community impacts on the Peninsula of the previously studied Bay Area to Central Valley Alternatives. By connecting to the Caltrain Corridor so much farther north, this Transbay Alternative would eliminate much of the conflict with UP freight traffic on that Corridor, and make manageable the remaining conflicts. The building of this bridge would have the added benefit of providing the additional Transbay capacity needed for BART's growth. A separate connection to San Francisco for Tri-Valley and Central Valley travellers would remove a substantial passenger load from the Transbay Tube, allowing for the expected growth in the Inner East Bay.</p>		
38.7	<p><u>Oakland Alternative</u></p> <p>Another part of system expansion that should be considered, in that same context, is a corridor that would provide direct service to Oakland as well as to San Jose. In addition to the service to Oakland <i>per se</i>, this option would also provide greatly improved service to San Francisco as well.</p> <p>TRANSDEF offers these comments in an effort to integrate all the rail systems in the Bay Area, and to provide the maximum flexibility to serve passenger demand. We hope that BART will give them due consideration. We would be pleased to discuss any of these ideas with your staff, and assist in their further development.</p>		

TRANSDEF

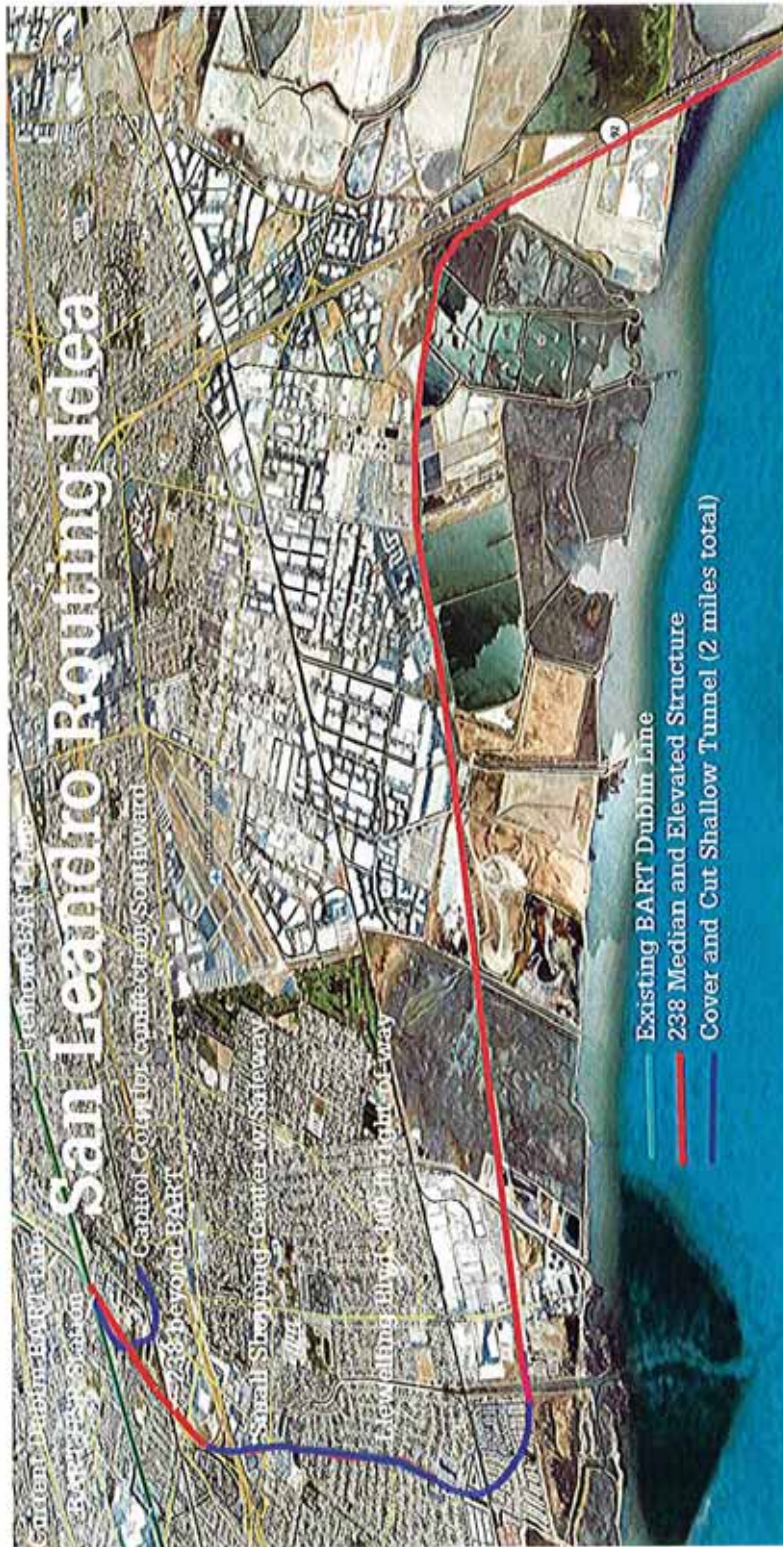
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Page 5

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President



Letter 38 Transportation Solutions Defense and Education Fund

38.1 The comment letter does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA for the Livermore extension. The commentor's proposal for a fundamental restructuring of operations among several agencies and transportation systems is not presented as an alternative to reduce or avoid environmental impacts of the BART to Livermore extension or any of the alignment alternatives discussed in the Draft Program EIR. This alternative is outside the scope of reasonable alternatives evaluated pursuant to CEQA. However, to the extent that details of the proposal as presented in the comments relate to the extension of BART to Livermore, those comments are responded to below.

The commentor proposes a new alternative that would replace existing BART service between the Bay Fair Station and the Dublin/Pleasanton Station with standard gauge tracks and high-speed regional rail trains that would extend the Alameda Commuter Express (ACE) system from the foot of the Altamont Pass westward in the median of the I-580 corridor, with a station at Isabel/I-580. According to the comment, this would avoid two parallel transit systems in Livermore. In addition, the standard gauge tracks would be compatible with a future High-Speed Rail (HSR) project.

The BART extension to Livermore would not create a second transit system parallel to the ACE system. BART and ACE operate in separate geographic areas with different hours of service. The BART system operates approximately 20 hours per day in the three BART District counties (San Francisco, Alameda, Contra Costa) and northern San Mateo County. BART service will be extended to Santa Clara County in the future. ACE provides limited peak hour commute service between San Joaquin County and the South Bay (terminating at San Jose) via the UPRR corridor through Livermore. As discussed further in Response 38.3, one of the goals of the BART to Livermore extension is to link BART to ACE and provide a complementary connection between the two that would increase the geographic mobility of both BART and ACE patrons. This linkage is consistent with the vision outlined in Metropolitan Transportation Commission's (MTC) Regional Rail Plan.

As noted by the commentor, its proposal is significantly beyond the scope of the proposed BART to Livermore extension program. Implementation of the proposal would require major changes to the Bay Area's rail service: the disposal of over 13 route miles of relatively new BART guideway infrastructure and the construction of dozens of route miles of new high-speed rail compatible track and infrastructure in the Tri-Valley area, East Bay, and West Bay. The California High-Speed Rail Authority (CHSRA) and the San Joaquin Rail Commission are currently preparing a Draft EIS/EIR for the Altamont Corridor Rail Project. This Draft EIS/EIR will evaluate new regional rail link alternatives between the Central Valley, the Tri-Valley, and the Bay Area, consistent with MTC's Regional Rail Plan and Regional Transportation Plan (RTP).

38.2 The number of projected riders commuting in from San Joaquin County to BART stations in the Tri-Valley area is significant and was identified in the Draft Program EIR (see page

3.2-55, Table 3.2-20). The number of projected San Joaquin County riders is slightly under 30 percent of projected BART riders in the Tri-Valley for all build alternatives. See also Master Response 2 of this document for specific information on the process and methodology for the ridership projections.

The first paragraph on page 3.2-55 is revised as follows to better reflect the proportion of San Joaquin County riders:

BART patrons from San Joaquin County represent a significant segment of the ridership in the Tri-Valley area, and account for approximately 30 percent of projected BART ridership under the Tri-Valley area in all build alternatives, as shown in Table 3.2-20. This ranges from 16,800 riders per day under Alternative 4 to 22,600 riders per day under Alternative 1. Currently, to access the BART system, these patrons must drive, use a regional bus line, or connect via ACE by local bus. The BART extension alternatives would provide a closer connection to the BART system for San Joaquin County BART patrons by driving, bus, and in some cases as direct connection to ACE. ~~As shown in Table 3.2-20, San Joaquin County patrons represent almost 30 percent of future BART ridership with the extension alternatives.~~

BART agrees with the goal of diverting San Joaquin commuters from auto trips to transit trips. Not only would it reduce traffic congestion on I-580, it would reduce fuel consumption and greenhouse gases. One of the principal objectives of the BART to Livermore extension is to provide a direct BART-ACE passenger connection that would improve efficiency for ACE riders and encourage more San Joaquin commuters to ride transit. All the proposed BART alternatives except one (Alternative 4) provide a direct connection between BART and ACE.

- 38.3 The commentor proposes a HSR/ACE project as a new alternative to the BART to Livermore extension. The system would replace existing BART service between the Bay Fair Station and the Dublin/Pleasanton Station with standard gauge tracks and substitute BART service with ACE service. The service would extend in the median of I-580 from the Bay Fair Station to a proposed tunnel under Altamont Pass. A Livermore rail station would be provided at Isabel/I-580. A further rail extension to the west would allow a connection to the Caltrain and Capitol Corridor systems. While the comment asserts that there would be environmental benefits from this proposal, it is not presented as an alternative that would reduce or avoid any adverse environmental impacts from the BART to Livermore alternatives analyzed in the Draft Program EIR.

Moreover, the proposal, which would substitute ACE/HSR service for BART service, would not provide the same level of service and regional connectivity as the existing BART service and would result in a reduction in transit service for the Tri-Valley and Castro Valley. Currently, BART runs trains every 15 minutes during the commute hours, with the expectation of running trains every 12 minutes in the future. Currently ACE trains run three round trips per day, all in the peak hour. According to the ACE Rail Corridor Analysis

Final Report (2007), ACE may increase service to 12 round trips per day. This increase in ACE service would still not compete with the existing BART service in terms of frequency of service, direction of service, or hours of service. In addition, Tri-Valley patrons of an ACE train would have to transfer at the Bay Fair BART Station to the BART system for destinations on the BART line. This forced transfer is not necessary under the existing BART system and would likely require very significant reconfigurations of overall BART operations in the East Bay. This overall proposal would represent a substantial reduction in service for Tri-Valley residents compared to the BART alternatives evaluated in the Draft Program EIR, which would increase regional transit access for the Tri-Valley area.

Implementation of the proposal would require rebuilding the existing BART facilities between Bay Fair Station and Dublin/Pleasanton. These modifications would likely include the reconstruction of the existing Bay Fair Station area, West Dublin Station platforms, and Dublin/Pleasanton Station platforms in order to accommodate standard gauge trains/cars, high-voltage overhead catenary traction power systems and other highway/railway structural modifications to support higher rail speeds and HSR equipment. As noted in the comment, additional track and station construction would be required for a connection to Caltrain, the Capitol Corridor, or to a multi-modal station on the BART Fremont line. Extending ACE across the San Francisco Bay to the Transbay Terminal via the existing Caltrain mainline would be another significant cost element. Even at a conceptual level, the combined effect of these actions would be a capital investment above and well beyond any of the BART to Livermore extension alternatives. Given the region's commitment to renovating its existing rail infrastructure and other transit expansion projects approved in the RTP, there is no indication that the ACE/HSR hybrid alternative would be more cost effective than one of the BART alternatives with an intermodal connection to an existing ACE station in Livermore.

The commentor mentions that the CHSRA will be releasing a revised Programmatic EIR/EIS which will, among other things, revisit its decision on a preferred alignment that connects the Bay Area and the Central Valley via the Pacheco Pass, rather than the Altamont Pass. The revised Draft Program EIR/EIS was released and the public review period closed on April 26, 2010. The document did further explore the advantages and disadvantages of the Altamont versus the Pacheco corridor, but concludes that the Pacheco Pass alignment is still the preferred alignment for connecting the Central Valley to the Bay Area.

- 38.4 This comment continues the discussion of the proposed hybrid ACE/HSR project referenced in Comment 38.3, but offers more detail on how a "local service" alternative could be configured and operated to provide service to Livermore stations at Vasco Road and Downtown Livermore. The existing ACE tracks would provide an alignment between Livermore and the proposed I-580-Altamont train tunnel to the east, but a new track alignment would be needed to provide service between Livermore stations and the I-580 corridor to the west. It is not clear how this local service would be equal to or superior to a BART extension to Livermore. In fact, frequency of service and hours of service would

probably be more limited (see Response 38.3 above). The local service alternative is not presented as an alternative that would avoid or reduce any adverse environmental impacts of the BART to Livermore extension and it is outside the scope of reasonable alternatives evaluated pursuant to CEQA. The comment asserts that a “low-impact” connection from the Downtown Livermore Station back to the I-580 right-of-way is needed as part of its proposal, but does not explain why such a connection would be needed otherwise.

- 38.5 As stated in the Draft Program EIR, area-wide growth is influenced by multiple local, regional, and national forces that reflect societal, economic, and technological change, and is ultimately regulated by local and regional land use policies (see page 4-4, paragraph 4). Transportation infrastructure is but one of many factors that influence growth.

The Draft Program EIR states that the BART to Livermore extension could accelerate planned growth in a more compact, transit-oriented form (see page 4-9, paragraph 5). Section 4.4 of the Draft Program EIR explains that existing BART stations have proven to be catalysts for the development of mixed-use centers in the Bay Area since the 1980’s (see page 4-6, paragraph 2), and that the recent trend toward transit-oriented, smart growth planning principles integrated into Bay Area general and redevelopment plans (see page 4-6, paragraph 3) only strengthens the potential relationship between future BART stations and smart growth. Section 4.4 discloses that certain stations areas assessed in the analysis, including the Greenville East and Isabel/I-580 Station areas, are not conducive to compact, transit-oriented development (TOD; page 4-8, paragraph 1).

As discussed in the Draft Program EIR (pages 5-11 to 5-14), the BART to Livermore Extension must achieve ridership and housing density targets established by BART’s System Expansion Policy (SEP) and MTC Resolution #3434 Transit-Oriented Development Policy. This is not as a mitigation measure for adverse growth-inducing impacts, but a condition of project approval and funding under BART and MTC policy. The projected ridership of each extension alternative was found to satisfy the corridor-wide ridership thresholds of the BART SEP (see Table 5-3 in the Draft Program EIR) based on a preliminary, program-level assessment. As this comment points out, one result of this assessment is that local jurisdictions may not be required to prepare Ridership Development Plans (RDP) that consider land use changes to promote TOD (page 5-12, paragraph 4) to fulfill the BART SEP. However, the Draft Program EIR states that there are other reasons for pursuing RDPs, such as ensuring development that is consistent with the community’s design vision, establishing TOD implementation measures, and defining mechanisms to improve infrastructure (see page 5-12, paragraph 4). More importantly, the document establishes that RDPs would assist in meeting the housing targets set by MTC Resolution #3434 (see page 5-12, paragraph 4). As presented in Table 5-4 (see page 5-15) and stated in the document, none of the alignment alternatives would satisfy the current MTC housing threshold (see page 5-16, paragraph 1).

BART’s SEP does not expressly establish minimum zoning requirements in station areas, but instead allows ridership thresholds to be met by a variety of options within the

discretion of the local jurisdiction, including General Plan and zoning ordinance amendments, access improvements, and other strategies. However, because none of the alternatives were found to meet MTC Resolution #3434 housing thresholds, General Plan or zoning amendments may be required in order to meet the specified thresholds and obtain project funding. Although the City of Livermore has the discretion to decide what these RDP strategies are, it must adopt the strategies before BART will certify a final project-level EIR or MTC will authorize project funding. As stated in the Draft Program EIR, to the extent that the city declines to adopt such strategies, "some alternatives could prove ineligible for MTC funding." (see page 5-16, paragraph 2).

As discussed in the Draft Program EIR, each of the build alternatives would result in a substantial net benefit with respect to reducing regional greenhouse gas (GHG) emissions (see page 3.11-28, paragraph 2). This conclusion is based on the total reduction in vehicle miles of traveled (VMT) calculated for each alignment alternative, based on traffic modeling which takes into account vehicle trips to the BART stations. Accordingly, there is no need to separately mitigate GHG emissions associated with drive access trips to stations.

- 38.6 This comment concerns the merits of a proposed new Transbay rail crossing that would connect the commentor's proposed ACE/HSR hybrid rail corridor in the Tri-Valley to San Francisco. The connection would be made via an extension of the I-580 rail corridor westward on new tracks along Route 238, southward parallel to the Bay, westward on a new Transbay rail bridge in the vicinity of the Hayward-San Mateo Bridge, then north along the existing Caltrain corridor to San Francisco. According to the commentor, this Transbay connection would reduce conflicts with freight traffic in the South Bay and reduce BART passenger loads, which would reduce pressure on the Transbay Tube. The funding costs and benefits of implementing this proposal are strictly speculative, but the miles of new track and bridging would likely be significantly more than the costs for any of the BART to Livermore extension alternatives and would be in addition to construction costs for the proposed I-580 ACE/HSR rail corridor as discussed in Response 38.03 above. The Transbay Tube alternative is not presented as an alternative that would avoid or reduce any adverse environmental impacts of the BART to Livermore extension and it is outside the scope of reasonable alternatives evaluated pursuant to CEQA.
- 38.7 This comment continues the discussion of the merits of a proposed new hybrid ACE/HSR project referenced in Comment 38.3 and 38.4, but proposes an Oakland connection for the proposed hybrid ACE/HSR system. It is not clear from the comment whether the proposed rail corridor to Oakland is the existing BART system, the existing UPRR/Capitol Corridor tracks, or a new corridor. In either case, a rail connection between the Tri-Valley and the Oakland-bound tracks would need to be made. The costs and benefits of such a connection have not been studied and are strictly speculative. The Oakland alternative is not presented as an alternative that would avoid or reduce any adverse environmental impacts of the BART to Livermore extension and it is outside the scope of reasonable alternatives evaluated pursuant to CEQA.

Letter 39

Jerry Wilmoth
General Manager Network Infrastructure

January 15, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, California 94612

**Re: Union Pacific Railroad Comments
For the Draft Program Environmental Impact Report – Due January 21, 2010**

Dear San Francisco Bay Area Rapid Transit Authority:

Union Pacific Railroad Company submits the following comments in response to San Francisco Bay Area Rapid Transit Authority's (BART) BART to Livermore Draft Program EIR (Program EIR), pursuant to CEQA, concerning the proposed extension of BART service from its present terminus at its Dublin/Pleasanton Station to the Livermore area.

Union Pacific Railroad Company (Union Pacific) is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, Union Pacific owns and operates rail main lines connecting the Stockton – Tracy area with San Jose and other Bay Area points. These rail lines connect with other Union Pacific lines running east and north and with lines to Los Angeles and points east and southeast. Union Pacific is the largest rail carrier in California in terms of both mileage and train operations. Union Pacific's rail network in the Stockton – San Jose – Oakland area and in the Central Valley is vital to the economic health of California and the nation as a whole. Union Pacific rail service to customers in the Bay Area, Central Valley, Stockton, Tracy, Sacramento, Modesto and other major cities is crucial to the future success and growth of those areas and customers.

Union Pacific previously met with representatives of BART on August 25, 2009. At this meeting, BART representatives outlined the conceptual alignment alternatives for its Livermore Extension Program for Union Pacific's comments. The undersigned stated that almost all of the alternatives being considered by BART did not conform to UP's standards governing such projects account the proximity of Union Pacific operations and facilities. Therefore, it was not in Union Pacific's best interests to permit any BART rail alignment that required use of Union Pacific's operating right of way as being proposed by BART. Union Pacific's position on this matter remains the same.

Union Pacific submits the following comments with reference to the scoping of the BART to Livermore Program EIR. These comments are submitted on the assumption that the project corridor via use of portions of Union Pacific's Oakland Subdivision may encroach on or otherwise impact

UNION PACIFIC RAILROAD 10031 Foothills Blvd. Roseville, CA 95747 ph. (916) 789-6360

Mr. M. Quint
Re: UPRR Comments – Draft EIR Program
January 15, 2010

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Union Pacific's rights of way which are used as freight and passenger routes. Union Pacific has not seen detailed right of way maps for this corridor project nor has Union Pacific been advised by BART as to the definitive route selected for the corridor between the Dublin/Pleasanton Station and the Livermore area. Union Pacific must therefore assume, for purposes of these comments, that some or all of its right of way is proposed for use by BART in this area for the operation of its trains.

With respect to such use, BART is advised as follows:

- 1) Union Pacific owns the following rights of way which may be impacted by the proposed rail corridor development:
 - a) the Oakland Subdivision main line from Fremont (Niles Jct.) to Stockton, comprising the former Western Pacific main line over Altamont Pass.
 - b) the Tracy Subdivision main line from Lathrop to Tracy, comprising a portion of the former Southern Pacific main line across Altamont Pass. The SP main line from Tracy to Fremont (Niles Jct.) over Altamont Pass has been abandoned and portions have previously been conveyed to third parties. The balance of the Tracy Subdivision now extends to Martinez via the line known as the Mococo Line.

All of these subdivisions, except any portions that may have previously been abandoned, are critically important to Union Pacific for the operation of freight service to and from the Bay Area.

- 2) San Joaquin Regional Rail Commission (SJRRRC) operates commuter passenger trains under agreement with Union Pacific from Stockton to San Jose over the Oakland Subdivision.
- 3) Union Pacific controls the operation and maintenance of this subdivision. No other carrier or government agency has the right to permit other railroads or rail operators to use any part of these rights of way. These main lines are all CTC-dispatched and consist mainly of single track with small sections of double track. The majority of these rights of way are 100 feet in width, with limited wider zones in towns and cities for station grounds.
- 4) Major rail shippers are located along this subdivision. In many instances, these shippers have constructed large unloading and storage facilities. These facilities are immediately adjacent to the right of way, generally on the side away from paralleling highways. Corridor alignment on or adjacent to these subdivisions potentially would terminate Union Pacific's ability to serve some or all of these shippers, or future shippers needing rail service, leading to serious economic loss to shippers, consumers, the state and the railroad

Confirming Union Pacific's prior statements, we will not make any segments or any parts of its Oakland Subdivision available for the proposed regional commuter rail corridor under any circumstances. Union Pacific would entertain discussions regarding the status and use of any abandoned Union Pacific rights of way in the study area. The preparation of the Program EIR should recognize this limitation on available right of way.

UNION PACIFIC RAILROAD 10031 Foothills Blvd. Roseville, CA 95747 ph. (916) 789-6360

Mr. M. Quint
 Re: UPRR Comments – Draft EIR Program
 January 15, 2010

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As a common carrier railroad, Union Pacific is subject to federal law governing abandonment or discontinuance of freight operations. Specifically, the Interstate Commerce Commission Termination Act (49 USC §10501 et seq.) prohibits a railroad from abandoning or discontinuing freight services over main or branch lines of railroad without authority from the federal Surface Transportation Board (STB). Union Pacific's operation over this subdivision is subject to STB jurisdiction. BART may not undertake any action that effectively requires or causes Union Pacific to abandon or discontinue freight service on or over any portion of this subdivision unless prior authority from the STB has been obtained. Union Pacific will deem any attempt by BART to interfere with Union Pacific's operation over this subdivision, including service to shippers, or to appropriate any part of its right of way by eminent domain, as an attempt to force a de facto abandonment of freight service in violation of federal law.

39.1

- 1) BART must be aware of the following matters as it prepares the Program EIR:
 - a) Union Pacific requires that any structure(s) located under or over any Union Pacific right of way must clear span or otherwise be designed and constructed to prevent interference with Union Pacific's equipment and/or facilities, and provide for the unencumbered use of its property. Any overhead structures would also require a minimum vertical clearance of 23 feet 6 inches above top of rail. BART must provide grade-separated cross-overs for freight trains at necessary locations.
 - b) Union Pacific does not believe it is possible or practical to devise any mitigation measures which will permit shared use of any part of this subdivision for the types of passenger service contemplated by the Program EIR. As previously stated, Union Pacific will not voluntarily make these rights of way available to the corridor project under any circumstances. BART must not assume that even a small part of Union Pacific's rights of way will be available for its BART to Livermore Extension.
 - c) Union Pacific is of the legal opinion that all of its operating right of way, including this subdivision, is exempt from the state's eminent domain powers.
 - d) Attached hereto, is a copy of *Union Pacific Commuter Access Principles* that must be strictly adhered to by BART as it further develops and evaluates its project.

As BART is fully aware, SJRRC operates a limited number of commuter passenger trains via the Fresno, Oakland, Niles and Coast subdivisions between Stockton and San Jose. At current freight and passenger train volumes, SJRRC's operations can be accommodated on these lines. However, Union Pacific cannot permit greater passenger train volumes over these subdivisions without extensive capacity improvements.

Attached is a copy of my letter dated November 23, 2009, to the California High Speed Rail Authority (HSRA) which provided Union Pacific comments to HSRA's Altamont Pass Rail Project EIR/EIS. These comments were submitted on the assumption that HSRA's project contemplated the encroachment on or use of portions of Union Pacific's corridor between Stockton and San Jose via Altamont Pass. BART's various alignment alternatives are located in the same geographic areas being evaluated by HSRA.

UNION PACIFIC RAILROAD 10031 Foothills Blvd. Roseville, CA 95747 ph. (916) 789-6360

Mr. M. Quint
Re: UPRR Comments – Draft EIR Program
January 15, 2010

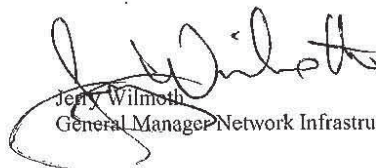
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Accordingly, Union Pacific supports BART's intention to provide a new and completely separate rail passenger train corridor. BART's alternative alignment No.4 appears to be located along the right-of-way for I-580 and offers what appears to be a shorter and faster route to Livermore. Union Pacific believes that it is entirely appropriate for projects with public funds and planned public use, such as the BART to Livermore Extension, to utilize public rights of way rather than rights of way used by private railroads such as Union Pacific. This corridor must be reserved for rail passenger service without interference with, or use of, Union Pacific's freight main lines as identified herein.

Union Pacific is confident that its concerns listed herein will be fully addressed by BART during the EIR process. Union Pacific is willing to meet with BART to discuss its concerns about rail corridor operation and to better understand BART's intentions regarding potential impacts on Union Pacific rights of way. Following such meeting, Union Pacific will be glad to consider all future requests by BART for information concerning operations, construction standards and mapping data.

Please direct all requests and correspondence to the undersigned.

Sincerely,



Jerry Wilmoth
General Manager Network Infrastructure

Attachments (2)

UNION PACIFIC RAILROAD 10031 Foothills Blvd. Roseville, CA 95747 ph. (916) 789-6360

Union Pacific Commuter Access Principles

Union Pacific offers the following information to guide commuter rail planners and agencies in working with Union Pacific to develop new rail passenger service. Commuter rail service can provide substantial benefits to the public, including reducing traffic congestion and avoiding expensive highway construction. At the same time, Union Pacific has a responsibility to the nation and to its customers to protect the public benefits of freight transportation - energy efficiency, lower emissions, cost-effective cargo transportation for shippers and consumers, and private investment in the nation's infrastructure.

Union Pacific will consider reasonable proposals for commuter rail service that appear to be viable and adequately funded. Commuter rail planners and agencies should recognize that agreements reached in the past, when railroads had excess track capacity and did not expect to grow, are not appropriate models for future agreements. Future agreements must balance the nation's desire for additional commuter services with Union Pacific's ongoing, critical role in carrying freight that otherwise would likely compete for space on the crowded and underfunded highway network.

Feasible separation of freight and passenger operation

- As in all our activities, safety must come first.
- Passenger safety is best protected by separating freight and passenger tracks by 50 feet or more. Despite UP's enormous progress in preventing freight train derailments, derailments will occur and could strike or be struck by passenger trains. Research demonstrates that most freight train derailments will remain within a 100-foot corridor.
- One way to achieve separation is to move the majority of freight trains out of urban corridors entirely. UP will consider publicly funded relocations of freight operations that preserve UP's customer service, competitive position, and access to current and future freight customers.

Where separation or relocation is not feasible, commuter trains must share our tracks. We intend to apply the following principles in negotiating proposals by commuter agencies for joint operations:

Safety

- Under federal law, all trains and tracks must in the future be equipped with interoperable Positive Train Control (PTC) systems if passenger trains are present. The commuter agency should fund PTC if UP would not otherwise install it on the affected track, or contribute the agency's share of equipment and wayside costs if UP would install PTC on the affected track.
- Commuter agencies should fund all other incremental safety requirements attributable to its service, including track quality upgrades, grade crossing warning signal improvements, new grade separations, and any required fencing.
- Passenger vehicles must, at a minimum, meet FRA crash standards.
- Passenger stations must meet Union Pacific and FRA design requirements to protect passengers from freight operations.

Service

- Passenger equipment must be reliable and suitable for mainline operations.
- Service to Union Pacific's freight customers must also be reliable and protected and should not be compromised by new commuter rail service. UP cannot agree to curfews or other restrictions that would impact the quality or reliability of our freight service.
- Commuter service design and infrastructure investment must protect UP's ability to serve existing customers and locate new freight customers on our lines.
- In order to preserve service quality for all types of customers, UP will retain dispatching and maintenance control over its lines. The parties must agree on standards for reliability.
- Passenger operations must provide the flexibility to accommodate efficient track maintenance.

Liability

- UP cannot accept exposure to any additional liability associated with allowing commuter service on our lines that would not exist "but for" those operations.
- Commuter agencies should be prepared to carry and provide evidence of insurance covering liability exposure up to \$200 million, the limit of liability under federal law. Union Pacific expects to be indemnified for or protected against any and all liability resulting from the presence of commuter service.

Capacity

- All projections call for rail freight growth to exceed rail capacity in the future. Commuter agencies should understand that existing capacity that UP funded—whether or not now used—is reserved for potential freight growth.
- Commuter agencies therefore must fund all incremental capacity to accommodate commuter operations, as reflected in a study of capacity requirements and a resulting capacity plan.
- The capacity plan must preserve the opportunity to expand freight service.
- Because new capacity consumes the least expensive capacity opportunities and usually makes the next increment of capacity more expensive, the capacity plan must include additional commuter agency investment at the outset that will leave UP cost-neutral when it needs to invest in additional freight capacity.
- Infrastructure requirements will be determined by UP or a UP-designated and qualified third party.
- On certain rail lines where freight growth is not expected, UP may allow commuter rail use of existing, unused capacity.

Compensation

- The commuter agency should be prepared to pay for all costs associated with developing the capacity plan, including UP's time and resources.
- The capacity plan should be based on UP's actual cost structures and operating conditions, not on idealized conditions or models.
- To the extent commuter agencies use UP assets and property, they must provide UP with a reasonable return on Union Pacific's investment.
- If UP's tax liabilities (income, franchise, sales and use, property, or any other tax) increase as a result of UP's participation in a passenger project, UP expects to be made whole.



Jerry Wilmoth
General Manager Network Infrastructure

November 23, 2009

Mr. Dan Leavitt - Deputy Director
California High-Speed Rail Authority
Attn: Altamont Pass Rail Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Union Pacific Railroad Scoping Comments
For the Altamont Pass Rail Project EIR/EIS – Due December 4, 2009

Dear High-Speed Rail Authority:

Union Pacific Railroad Company submits the following comments in response to the High-Speed Rail Authority's (Authority) Notice of Preparation pursuant to CEQA dated October 22, 2009, concerning the Altamont Pass Rail Project proposed by the Authority jointly with the San Joaquin Regional Rail Commission (SJRRRC) from Stockton to San Jose via the Altamont Pass. These comments also should be considered as responding to the Notice of Intent pursuant to NEPA as published by the Federal Railroad Administration (FRA) in the Federal Register. Union Pacific understands that the Authority and the FRA will jointly prepare the EIR/EIS for this project.

Union Pacific Railroad Company (Union Pacific) is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, Union Pacific owns and operates rail main lines connecting the Stockton – Tracy area with San Jose and other Bay Area points. These rail lines connect with other Union Pacific lines running east and north and with lines to Los Angeles and points east and southeast. Union Pacific is the largest rail carrier in California in terms of both mileage and train operations. Union Pacific's rail network in the Stockton – San Jose – Oakland area and in the Central Valley is vital to the economic health of California and the nation as a whole. Union Pacific rail service to customers in the Bay Area, Central Valley, Stockton, Tracy, Sacramento, Modesto and other major cities is crucial to the future success and growth of those areas and customers.

Union Pacific previously submitted comments on the Bay Area to Central Valley HST Program EIR/EIS by letter dated July 7, 2008, from Mr. Scott Moore to Mr. Quentin L. Kopp of the Authority's Board (copy attached). Union Pacific reaffirms these comments and hereby incorporates them within this letter. By letter dated May 13, 2008, to Mr. Mehdi Morshed, the Authority's Executive Director (copy attached), the undersigned stated that it was not in Union Pacific's best interests to permit any proposed high-speed rail alignment on our rights of way. Union Pacific's position on this matter remains the same.

UNION PACIFIC RAILROAD 10031 Foothills Blvd. Roseville, CA 95747 ph. (916) 789-6360

Mr. D. Leavitt, California High-Speed Rail Authority
Attn: Altamont Pass Rail Project EIR/EIS
November 23, 2009

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Union Pacific submits the following comments with reference to the scoping of the joint Altamont Pass Rail Project EIR/EIS for the Stockton to San Jose corridor. These comments are submitted on the assumption that the project corridor via Altamont Pass to San Jose may encroach on or otherwise impact Union Pacific's rights of way which are used as freight and passenger routes. Union Pacific has not seen detailed right of way maps for this corridor project nor has Union Pacific been advised by the Authority as to the definitive route selected for the corridor between Stockton, Tracy and San Jose. Union Pacific must therefore assume, for purposes of these scoping comments, that some or all of its right of way is proposed for use by regional rail commuter trains and ultimately by high-speed rail trains.

With respect to such use, the Authority is advised as follows:

1. Union Pacific owns the following rights of way which may be impacted by the proposed rail corridor development:
 - a) the Oakland Subdivision main line from Fremont (Niles Jct.) to Stockton, comprising the former Western Pacific main line over Altamont Pass.
 - b) the Fresno Subdivision main line from Stockton to Lathrop, comprising the former Southern Pacific main line between these locations.
 - c) the Tracy Subdivision main line from Lathrop to Tracy, comprising a portion of the former Southern Pacific main line across Altamont Pass. The SP main line from Tracy to Fremont (Niles Jct.) over Altamont Pass has been abandoned and conveyed to third parties. The balance of the Tracy Subdivision now extends to Martinez via the line known as the Moccoco Line.
 - d) the Niles Subdivision main line from Fremont (Niles Jct.) to Newark.
 - e) the Coast Subdivision main line from Newark to San Jose.
 - f) the Warm Springs Subdivision from Fremont (Niles Jct.) to San Jose.

All of these subdivisions are critically important to Union Pacific for the operation of freight service to and from the Bay Area. BNSF also has certain trackage rights on some of these subdivisions for its own freight operations.
2. SJRRC operates commuter passenger trains under agreement with Union Pacific from Stockton to San Jose over the Fresno, Oakland, Niles and Coast subdivisions. Amtrak and Capitol Corridor operate regional passenger trains over the Niles and Coast Subdivisions, and Amtrak operates the long distance Coast Starlight over the Coast Subdivision.
3. Union Pacific controls the operation and maintenance of these subdivisions. No other carrier or government agency has the right to permit other railroads or rail operators to use any part of these rights of way. These main lines are all CTC-dispatched and consist mainly of single track with small sections of double track. The majority of these rights of way are 100-feet in width, with limited wider zones in towns and cities for station grounds.

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4. Major rail shippers are located along these subdivisions. In many instances, these shippers have constructed large unloading and storage facilities. These facilities are immediately adjacent to the right of way, generally on the side away from paralleling highways. Corridor alignment on or adjacent to these subdivisions potentially would terminate Union Pacific's ability to serve some or all of these shippers, or future shippers needing rail service, leading to serious economic loss to shippers, consumers, the state and the railroad

Confirming Union Pacific's prior statements, both written and oral, we will not make any segments or any parts of these subdivisions available for the proposed regional commuter rail corridor or the potential future high-speed rail alignment under any circumstances. Preparation of the Project EIR/EIS should recognize this limitation on available right of way.

As a common carrier railroad, Union Pacific is subject to federal law governing abandonment or discontinuance of freight operations. Specifically, the Interstate Commerce Commission Termination Act (49 USC §10501 et seq.) prohibits a railroad from abandoning or discontinuing freight services over main or branch lines of railroad without authority from the federal Surface Transportation Board (STB). Union Pacific's operation over these subdivisions is subject to STB jurisdiction. The Authority may not undertake any action that effectively requires or causes Union Pacific to abandon or discontinue freight service on or over any portion of these subdivisions unless prior authority from the STB has been obtained. Union Pacific will deem any attempt by HSR to interfere with Union Pacific's operation over these subdivisions, including service to shippers, or to appropriate any part of its right of way by eminent domain, as an attempt to force a de facto abandonment of freight service in violation of federal law.

5. The Authority must be aware of the following matters as it prepares the EIR/EIS:

- a) Slow speed freight trains and high-speed trains are incompatible on the same tracks at any time and at any location, including at-grade cross-overs. Union Pacific requires overhead clearance of 23 feet 6 inches. The Authority must provide grade-separated cross-overs for freight trains at necessary locations. The Authority must not contemplate operation of freight trains on any HSR trackage at any time (and vice-versa). HSR must comply with all applicable FRA regulations with regard to freight trackage.
- b) Union Pacific does not believe it is possible or practical to devise any mitigation measures which will permit shared use of any part of these subdivisions for the types of passenger service contemplated by the EIR/EIS. As previously stated, Union Pacific will not voluntarily make these rights of way available to the corridor project under any circumstances. The Authority must not assume that even a small part of Union Pacific's rights of way will be available for the Altamont Rail Project.
- c) Union Pacific is of the legal opinion that all of its operating right of way, including these subdivisions, is exempt from the state's eminent domain powers.

Union Pacific has read carefully the entire Notice of Preparation for the Altamont Rail Project and has noted many statements to the effect that freight operations and the type of passenger service envisioned by the EIR/EIS are entirely incompatible. Union Pacific concurs in the Authority's assessment in this regard and believes that the Authority actually has no current intention of attempting to take or use any part of our rights of way for passenger train service as contemplated by the EIR/EIS. Nonetheless, Union Pacific deems it prudent to reaffirm its position on joint operations as stated in this scoping letter.

39.2

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As the Authority is fully aware, SJRRC operates a limited number of commuter passenger trains via the Fresno, Oakland, Niles and Coast subdivisions between Stockton and San Jose. At current freight and passenger train volumes, SJRRC's operations can be accommodated on these lines. However, Union Pacific cannot permit greater passenger train volumes over these subdivisions without extensive capacity improvements.

The Authority is also aware that Amtrak and the Capitol Corridor operate a large number of regional passenger trains between Oakland and San Jose via the Niles and Coast subdivisions. Union Pacific cannot accommodate any further passenger train operation over these subdivisions without extensive capacity improvements.


Accordingly, Union Pacific supports the Authority's intention to provide a new and completely separate rail passenger train corridor for future standard and high-speed rail passenger operation. This corridor must be reserved for rail passenger service without interference with, or use of, Union Pacific's freight main lines as identified herein.

Union Pacific applauds the Authority's recognition that freight main lines are inappropriate for both regional rail commuter service and high-speed trains.

Union Pacific is confident that its concerns listed herein will be fully addressed by the Authority and FRA during the EIR/EIS process. Union Pacific is willing to meet with the Authority and FRA to discuss its concerns about rail corridor operation and to better understand the Authority's intentions regarding potential impacts on Union Pacific rights of way. Following such meeting, Union Pacific will be glad to consider all future requests by the Authority for information concerning operations, construction standards and mapping data.

Please direct all requests and correspondence to the undersigned.

Sincerely,



Jerry S. Wilmoth
General Manager - Network Infrastructure

Attachments (2)

Letter 39 Union Pacific Railroad

39.1 BART has received and acknowledges the Union Pacific Railroad's (UPRR) concerns and requirements, including the transmittal of the document *Union Pacific Commuter Access Principles*. This document is thoroughly discussed in numerous places in the Draft Program EIR, including page 2-54, where they are first described, and then subsequently under each topic. The issues enumerated in this comment and, to the extent relevant to extending BART to Livermore, in the commentor's letter to the California High-Speed Rail Authority (CHSRA) will be the subject of further study in the coming phases of the project, based on detailed right-of-way maps which have not yet been prepared at the program stage. The issues of clearances for the UPRR operations will be handled in the design phase of the project, and will be explored in detail in the project-level EIR that will follow this program-level document. BART is aware of the UPRR's requirements for clearances, as well as the requirements of the California Public Utilities Commission (CPUC). BART is a fully grade-separated and enclosed system, thus no sharing of trackage is contemplated.

For the most part, the comments do not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. Concerning the availability of shared right-of-way, BART met with Union Pacific Railroad during the preparation of the Draft Program EIR in August 2009, and Union Pacific presented the Commuter Access Principles at that time. Union Pacific's statement on safe separation of freight and passenger tracks is addressed in the Draft Program EIR on page 2-54, and the resulting environmental consequences are discussed in each of the impact topic areas in the Draft Program EIR, Section 3, Environmental Analysis. In locations where UPRR right-of-way widths are adequate according to the Commuter Access Principles, there should be no safety issue or interference with UPRR operations. In locations where the UPRR right-of-way widths are inadequate according to the Commuter Access Principles, the Draft Program EIR acknowledges that the right-of-way is unlikely to be available, with the result that BART may need to acquire right-of-way from adjacent landowners, as indicated in Table 3.4-16. The Draft Program EIR also addresses the Federal Railroad Administration safety requirements on pages 2-53 and 2-54, through the use of intrusion detection systems.

39.2 Please refer to Response 39.1 above with regard to the UPRR's requirements for clearances and to shared use of right-of-way. Regarding Alternative 4, the BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.



Letter 40

January 21, 2010

VIA EMAIL AND U.S. MAIL

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Re: Draft Program Environmental Impact Report ("DPEIR"); State Clearinghouse # 2008062026

Dear Mr. Quint:

Thank you for the opportunity to comment on the recently issued DPEIR for the BART to Livermore project ("Project"). CalMat Co., d/b/a Vulcan Materials Company, Western Division, is the owner and/or operator of over 1,400 acres of quarry lands and related facilities along El Charro Road between the cities of Pleasanton and Livermore, including lands and facilities which would be directly affected by certain Project alignments analyzed in the DPEIR (Alternatives 1a, 1b, 2a, 3a and 5).

40.1 We appreciate that the DPEIR acknowledges the fact that it constitutes a program EIR designed to evaluate potential alignment alternatives on a "broad level," and that a project-level EIR will ultimately be prepared to analyze "reasonable and feasible alignment alternatives" in more depth. Based on the information provided in the DPEIR, Vulcan would clearly prefer that BART select an alignment which utilizes the 1-580 median east of El Charro Road, rather than one of the alignments listed above, each of which includes a segment adjacent to Vulcan's private El Charro Road. Additionally, with respect to the alignments along El Charro Road, we feel that we must point out certain issues that BART must more fully address in this DPEIR and/or in any subsequent project-level EIR.

40.2 Although the DPEIR mentions the Chain of Lakes project, the DPEIR fails to fully analyze or document the coordination process which BART would use to ensure that any alignment through the quarry areas will not interfere with Zone 7's development and operation of the Chain of Lakes. In particular, the Project's environment analysis must determine the extent to which any proposed alignment would necessitate an amendment to the 1981 Specific Plan for Livermore-

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40.2
cont.

Amador Valley Quarry Reclamation (LAVQAR), which underlies not only the plan for the Chain of Lakes, but also the reclamation plans for Vulcan and the other mining operators within the Specific Plan Area. We would also point out that Vulcan and the other owners of Vulcan's quarry lands have certain contractual obligations related to the Chain of Lakes pursuant to an agreement between Zone 7 and Pleasanton Gravel Co., dated April 20, 1988 (commonly referred to as the Chain of Lakes Agreement). The environmental analysis for the project must determine the extent to which any alternative alignment might affect the infrastructure required under the Chain of Lakes Agreement or otherwise necessitate an amendment to the Agreement.

40.3

Each of the proposed alignments listed above would require an elevated structure over or adjacent to the planned intersection of El Charro Road, Jack London Boulevard, and Stoneridge Drive. Pursuant to a Pre-Development and Cooperation Agreement, dated September 17, 2007 ("Cooperation Agreement"), between Vulcan, Pleasanton, Livermore, Alameda County and the Surplus Property Authority of Alameda County, Pleasanton and Livermore are obligated to construct specific traffic improvements along El Charro Road and at this intersection in connection with the Staples Ranch project in Pleasanton and the El Charro Specific Plan and Prime Outlets project in Livermore. In recognition of the fact that El Charro Road provides Vulcan's only access to its quarry, the Cooperation Agreement also requires Pleasanton and Livermore to maintain certain level of service standards at this intersection. The environmental review for the Project must carefully examine the extent to which the construction of any BART structure or facility would necessitate any modification to the traffic improvements or other infrastructure required by the Cooperation Agreement. Any such modifications would in turn require an amendment to the Cooperation Agreement to be executed by all of the parties, and this also must be acknowledged as part of the environmental review for the Project.

40.4

We appreciate the fact that the DP/EIR includes some analysis of the potential impacts of the various alternatives on mineral resources, as required by SMARA. However, the environmental analysis for the Project must include a more thorough and complete analysis of the impact of the various alternative alignments on Vulcan's mining and reclamation pursuant to SMP-16. Note that this analysis must specifically discuss the impacts of the Project on Vulcan's private El Charro right of way, since this is considered part of the mineral resource under SMARA. The DP/EIR includes limited and conclusory statements to the effect that the proposed aerial guideway would be designed to "avoid" obstruction of certain access points. This analysis must be expanded to provide more detail of the structures -- which would separate Vulcan's plant from the mining operations -- and how they will affect Vulcan's ability to operate and deliver raw materials to, and processed materials from, its plant. Additionally, the environmental analysis must describe how BART would avoid any interference with Vulcan's underground conveyor system under Stanley Boulevard and El Charro Road.

40.5

Vulcan's processing plant is immediately adjacent to the UPRR mainline track between Oakland and Stockton along Stanley Boulevard. An existing conveyor system over this mainline track was previously used to load processed materials onto railcars for distribution. Vulcan needs to retain its right and ability to resume use of the UP rail access for the export of processed

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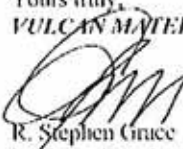
40.5
cont. ↑ materials, as well as for the importation of certain types of aggregate which are in limited supply from Vulcan's onsite quarry operations. The environmental analysis for the Project must discuss the how the proposed aerial guideway along El Charro Road and Stanley Boulevard can be designed to avoid any interference with this proposed rail usage.

40.6 Two of the alternatives under consideration include a BART station at Stanley Boulevard and Isabel Avenue. The proposed station would require the use of certain quarry land subject to Vulcan's SMP-16 mining and reclamation permit. The DPEIR includes a discussion regarding the loss of mineral reserves that could result from the proposed station. However, the analysis is based on outdated state estimates for the surrounding "resource sector" as well as information from the Livermore General Plan. We question the accuracy and validity of these estimates, and would request that the environmental analysis include a more current estimate based on an examination of the specific land that would be required for the station. Additionally, the discussion of land use compatibility fails to address the inherent conflict that would result from having a BART station immediately adjacent to Vulcan's active mining operations, and must be revised to address this issue.

40.7 Finally, we would hope that the discussion of potential property acquisitions currently included in Appendix C will be significantly expanded to include a more thorough and complete discussion of how BART intends to avoid interference with property rights and interests as it proceeds with the Project.

Thank you in advance for your consideration of this letter. Vulcan reserves the right to submit further comments on the Project and the DPEIR during the public review and hearing process.

Yours truly,
VULCAN MATERIALS COMPANY


R. Stephen Grace
Business Development and Land Resources Manager
Northern/Central California

cc: Carol Mahoney, Zone 7
Nelson Fialho, City of Pleasanton
Brian Dolan, City of Pleasanton
Linda Barton, City of Livermore
Cheri Sheets, City of Livermore
Stuart Cook, Alameda County Surplus Property Authority
Don Kahler, Rhodes & Jamieson
David L. Preiss, Esq.

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Letter 40 Vulcan Materials Company

- 40.1 This comment reflects the commentor's general opposition to Alternatives 1a, 1b, 2a, 3a, and 5 and is noted. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- 40.2 Please refer to Responses 12.1, 12.8, and 12.11 of this document, regarding the Alameda County's 1981 *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQA)*, current and future land ownership by Zone 7, and future coordination between BART and Zone 7 on extension development.

At this program-level stage of environmental review, none of the alternatives routed through the Chain of Lakes are considered to necessitate an amendment to the LAVQAR Specific Plan. This is because the Specific Plan contains an inherently flexible, generalized sequence of staged quarry reclamation, and establishes that formal reclamation plans are the responsibility of mine operators. Policy 2 of LAVQAR states that "Maximum flexibility in reclamation planning is desirable, and that the Specific Plan "may be altered pursuant to State law."⁴⁴ Although the staging diagram in the LAVQAR Specific Plan shows that proposed water conduits and diversion structures would be in place beneath the proposed El Charro aerial structure by 2030, the pillared footprint of the aerial structure would not necessitate the relocation of that infrastructure.

If one of the El Charro alternatives is selected as the preferred BART to Livermore extension alternative, potential conflicts with the individual reclamation plans submitted by mine operators under LAVQAR may be assessed as part of the project EIR.

- 40.3 BART is aware of the 2007 Pre-Development and Cooperation Agreement, which specifies improvements to El Charro Road and continued access for Vulcan trucks to and from the quarries. The aerial structure for the BART tracks along El Charro Road would cross over Stoneridge Drive west of the El Charro/Stoneridge Drive/Jack London Boulevard intersection without affecting the basic design of the intersection, as shown in Figure 3-1 of this document. Please refer to Master Response 3 in this document, regarding the engineering feasibility and design of the BART extension alternatives near the intersection of El Charro Road, Jack London Boulevard, and Stoneridge Drive. The BART alignment would pass over Stoneridge Drive and also over El Charro Road south of the intersection without impacting the planned traffic carrying capacity of these roadways.
- 40.4 The Draft Program EIR addresses the potential loss of access to mineral resources at a programmatic level beginning on page 3.7-46 (specifically, Impact GEO-5, Loss of a Mineral Resource or Mineral Resource Recovery Site). For Alternatives 1a, 1b, 2a, 3a, and 5, involving an aerial structure along the present alignment of the currently private El

⁴⁴ Alameda County Board of Supervisors, 1981. *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation*, page 6.

Charro Road, the engineering design and the analysis in the Draft Program EIR assumes that by the time a BART extension alternative is implemented, the mineral resources will have been removed and El Charro Road will have become a public street approximately along its present alignment. Under these conditions, no mineral resources along the present alignment of El Charro Road would be affected, because they would have already been extracted. If mineral resources remain along the present alignment of El Charro Road or in areas where the aerial structure diverged from the present alignment of El Charro Road, there could be mineral resources impacts. If the BART Board has selected an alternative that includes the present alignment of El Charro Road and adjacent areas as its preferred alternative, then further consultation with the quarry owners and the agencies involved in SMARA and the LAVQAR Specific Plan would be warranted to determine the feasibility of mitigating the impacts if mineral resources were still present at the time a project-level review is performed.

Impact GEO-5, Loss of a Mineral Resource or Mineral Resource Recovery Site, beginning on page 3.7-46 of the Draft Program EIR is revised as follows to incorporate the information presented in the above paragraph:

Figure 8-3 of the *City of Livermore General Plan, Open Space and Conservation Element*, indicates that Alternatives 1a, 1b, 2a, 3a, and 5 would cross State-designated Mineral Resource Sectors in areas ~~designated~~ classified as MRZ-2.⁴⁵ Alternatives 1a, 1b, 2a, 3a, and 5 would approximately follow the present alignment of El Charro Road adjacent to through currently active quarry lands (Resource Sector A-1) and adjacent to reclaimed quarry pits in Alameda County, near Stanley Boulevard known as the Chain of Lakes area. To the extent that nearly all of the aerial alignment for these alternatives would be within the right-of-way of a public El Charro Road approximately following the present alignment of the privately owned El Charro Road and that the sand and gravel resources would have been completely excavated by the time the BART project was implemented, there would be no impact to mineral resources for that alignment.

Approximately 1,200 lineal feet of the proposed aerial structure near the northern end of El Charro Road and approximately 1,200 lineal feet near the southern end would be off the present road alignment and would cover less than 2 acres each. If recoverable mineral resources remain in these two areas, there could be some loss of access to them that would need to be assessed in a project-level environmental review document. Although the actual loss of access to recoverable mineral resources would be relatively minor when compared to the remaining resources in the Livermore-Amador Valley, there could be a significant impact, based on the areas being in a designated Resource Sector. If the BART Board has selected one of the five alternatives that uses the El Charro Road alignment as its preferred alternative, then further consultation with the quarry owners and the agencies involved in SMARA and the LAVQAR Specific Plan would be warranted to

⁴⁵ Figure 8-3, *Mineral Resources Sectors Within Planning Area*. Source: California Department Of Conservation, Division of Mines and Geology, 1996.

determine the feasibility of mitigating the impacts if mineral resources were still present at the time a project-level review is performed.

The Chain of Lakes area's sandy soil would necessitate the use of steel pipe piles, rather than pre-cast concrete piles, as vertical support for the proposed elevated tracks-guideway. Retaining walls probably would not be needed because the horizontal separation between the proposed construction area and the quarries appear to be sufficient to allow grading of the necessary retaining slopes. The Isabel/Stanley Station associated with Alternatives 3a and 5 would occupy an approximately 33-acre site divided by Stanley Boulevard and bounded by quarry lands on the west (Resource Sectors A-1 and A-2) and on the south (Resource Sector A-2), potentially creating an impact if those resources have not been completely excavated by the time the BART project is implemented. None of the BART extension alternatives would involve extraction or disposal of mineral resources.

Alternative 1 – Greenville East. Alternative 1 would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to these activities.

Alternative 1a – Downtown-Greenville East Via UPRR. Alternative 1a would not involve extraction or disposal of mineral resources. Alternative 1a would approximately parallel follow the present alignment of El Charro Road through the Chain of Lakes, primarily on the west side of the road, but crossing it at the north and south ends. ~~area; however, the proposed tracks would not encroach into areas where minerals are actively being recovered.~~ Quarry pits adjacent to most of the proposed alignment have been fully extracted. Truck access to remaining mineral extraction areas on either side of El Charro Road ~~is limited to~~ consist of two or to three at-grade connections with El Charro Road. ~~The BART aerial guideway in this stretch would primarily run along the west side of El Charro Road. This~~ The proposed aerial structure guideway would be designed so that the support columns would avoid obstruction of any of these access points that remain at the time of the BART project implementation and, similarly, would avoid disturbance to the conveyor system that transports quarried materials under El Charro Road, as well as the one road undercrossing of El Charro Road for quarry trucks. The proposed aerial structure would be designed to be high enough to avoid interference with the railcar loading facilities between El Charro Road and Isabel Avenue.

Alternative 1a would run adjacent to the Vulcan aggregate plant site, recycle plant, and settling ponds. The proposed elevated tracks in this area would be designed to avoid not limiting access to the Vulcan facilities during operation, although there could be some temporary delays to quarry traffic during construction. The alignment would follow Stanley Boulevard south of the extended mining operation site ~~(which commenced in 2008). However;~~ however, this mining area is not adjacent to the proposed alignment and access to the pits would not be limited

during construction or operation. ~~Consequently, there would be no impact related to loss of access to mineral resources along this alignment.~~

At this time, El Charro Road is not a public street; however, but it by the time the BART extension would be constructed, it has been assumed in the design of the aerial guideway that the road has become a public right-of-way and its alignment would be consistent with the plans by affected local jurisdictions, LAVQAR Policy 15, and appropriate setbacks (probably 50 feet) would be established (LAVQAR Policy 14). LAVQAR Policy 21 provides a mechanism for the mining operator and the County to resolve issues arising from the establishment of a public right-of-way along El Charro Road with respect to changes in reclamation plans. Similar negotiations would be appropriate with respect to potential encroachment of the proposed alignment on remaining recoverable mineral resources. It is reasonable to assume that El Charro Road would not become a public street until all or most of the mineral resources along its present alignment had been extracted. In that case, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.

Alternative 1b – Downtown-Greenville East Via SPRR. Alternative 1b would not involve extraction or disposal of mineral resources. ~~Also, like Alternative 1a, Alternative 1b would not encroach into areas where minerals are actively being recovered and would have elevated tracks in the vicinity of the Vulcan facilities. As such, Alternative 1b would also have no impact on the availability of, or access to, mineral resources. As with Alternative 1a, a section of Alternative 1b would be an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.~~

Alternative 2 – Las Positas. Alternative 2 would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to these activities.

Alternative 2a – Downtown-Vasco. Alternative 2a would not involve extraction or disposal of mineral resources. ~~Also, like Alternatives 1a and 1b, Alternative 2a would not encroach into areas where minerals are actively being recovered and would have elevated tracks in the vicinity of the Vulcan facilities. As such, Alternative 2a would also have no impact on the availability of, or access to, mineral resources. As with Alternatives 1a and 1b, a section of Alternative 2a would be in an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.~~

Alternative 3 – Portola. Alternative 23 would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to mining operations.

Alternative 3a – Railroad. Alternative 3a would not involve extraction or disposal of mineral resources. ~~This alternative would have elevated tracks in the vicinity of the Vulcan facilities and would thus not impede access to the Vulcan facilities during operation, as described previously for Alternative 1a.~~ As with Alternatives 1a, 1b, and 2a, a section of Alternative 3a would be in an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.

The Isabel/Stanley Station associated with Alternative 3a would be constructed on an approximately 33-acre site divided by Stanley Boulevard and bounded by quarry lands on the west (Resource Sectors A-1 and A-2) and on the south (Resource Sector A-2). If mineral resources remained unmined on this site, the construction of the Isabel/Stanley Station would eliminate access to underlying aggregate deposits in Resource Sector A-2. When these quarry lands were originally designated in 1983, all of Sector A was estimated to contain 383 million tons of sand and gravel resources.⁴⁶ By the time the Livermore General Plan was updated in 2004, about 27 percent (104 million tons) of material had been removed.⁴⁷ The portion of the proposed Isabel/Stanley Station site south of Stanley Boulevard covers about 3 percent (8 million tons) of the remaining resources in Sector A. Because an estimated 271 million tons of resources remain in Sector A, plus an additional estimated 176 million tons of reserves in nearby Sectors B and C,⁴⁸ the loss of access to mineral resources at the proposed Isabel/Stanley Station site is considered significant.

Alternative 4 – Isabel/I-580. Alternative 4 would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to these activities.

Alternative 5 – Quarry. Alternative 5 would not involve extraction or disposal of mineral resources. ~~This alternative would have elevated tracks in the vicinity of the Vulcan facilities and would thus not impede access to the Vulcan facilities during operation.~~ Like Alternatives 1a, 1b, 2a, and 3a, a section of Alternative 3a would be in an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described

⁴⁶ California Geological Survey, Mineral Land Classification: Aggregate Materials in the San Francisco Monterey Bay Area, Part II: Classification of Aggregate Resource Areas, South San Francisco Bay Production Consumption Region, Special Report 146, Part II, 1983, pp 25 – 30, plates 2.14 and 2.52.

⁴⁷ City of Livermore, City of Livermore General Plan: 2003-2025, 2004, Figure 8-3.

⁴⁸ CGS, 1983, op. cit. and City of Livermore, 2004, op. cit.

under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure. As with Alternative 3a, Alternative 5 would include the Isabel/Stanley Station, which would result in a significant loss of access to mineral resources at the site of the station.

MITIGATION MEASURE. A significant impact to mineral resources would occur with Alternatives 3a and 5. The loss would be a direct effect of constructing the Isabel/Stanley Station, which would eliminate access to underlying aggregate deposits ~~in Resource Sector A-2~~. It is possible that ~~the portions~~ of the station footprint ~~south of Stanley Boulevard~~ could be excavated and reclaimed prior to implementation of these alternatives, in which case, there would be no loss of mineral resources. a BART station at this location. As a result, this impact would be revisited at the time a project-level environmental document is undertaken, if any alternative involving the Isabel/Stanley Station is carried forward. For purposes of this Program EIR, the loss of access to mineral resources in Sector A is considered potentially significant and unavoidable. (PSU)

- 40.5 See Response 40.4 for information about avoiding interference with rail usage at the Vulcan quarry.
- 40.6 The analysis of the quantity of aggregate material remaining in local Resource Sectors on pages 3.7-47 and 3.7-48 of the Draft Program EIR is based on historical information available in the public record; no proprietary information was sought from quarry operators or used in the analysis. Although the information is, of necessity, generalized, a significant negative impact to access to mineral resources in Sector A was identified. Further refinement of this conclusion is not necessary for the purposes of the Program EIR. This impact would be revisited at the time a project-level environmental document is undertaken, if any alternative involving the loss of access to mineral resources is carried forward.
- 40.7 Appendix C of the Draft Program EIR is a preliminary list of the potential acquisitions necessary for each of the nine alternatives discussed in the Draft Program EIR. Parcels have been identified by parcel number. A discussion of potential land acquisition is presented on pages 3.4-15 through 3.4-23 of the Draft Program EIR. Any property acquisitions by BART would be guided by the California Relocation Assistance and Real Property Acquisition Guidelines. Appendix C identifies all physical acquisitions of property identified at this time, and the comment does not specify what other interference with property rights or interests the commentor believes should be included. However, it should be noted that, while effects on the economic interests of mineral resource owners other than physical acquisition of their property may raise separate legal questions, such effects are not environmental impacts pursuant to CEQA.

Section 5 Responses to Oral Comments on the Draft Program EIR

Section 5 contains comments made to the court reporter and the transcripts of speakers at the three public hearings on the Draft Program EIR, and the responses to these comments. Specific comments by each speaker at the public hearings have been bracketed and enumerated in the margin of the transcript. Each commentator has been assigned a discrete speaker number, as listed in Section 2. Responses to each of these comments follow the transcripts. For the most part, the responses provide explanatory information or additional discussion of text in the Draft Program EIR. In some instances, the response supersedes or supplements the text of the Draft EIR for accuracy or clarification. New text that has been added to the Draft Program EIR is indicated with underlining. Text that has been deleted is indicated with ~~striketrough~~.

Public Hearing 1

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BART Public Hearing on the Draft Program EIR
Livermore City Council Chambers

BART PUBLIC HEARING MEETING
NOVEMBER 18, 2009
2:00 p.m. to 4:00 p.m.
Livermore City Council Chambers
3575 Pacific Avenue, Livermore

REPORTER'S TRANSCRIPT OF PROCEEDINGS
BY: DAWN E. HOWARD, CSR 13201

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CLARK REPORTING
2140 SHATTUCK AVENUE, SUITE 405
BERKELEY, CALIFORNIA 94704

Participants Present:

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- Don Dean
- David Early
- Greg Goodfellow
- Roddrick Lee
- Carol Levine
- Cullen McCormick
- John McPartland
- James Oravesande
- Bart Thomas
- Malcolm Quint

PROCEEDINGS
---oOo---

MR. MCPARTLAND: well, since it's quiet as a church at the moment, and we don't have a band to start, I figure that we might as well go ahead and get started. Ladies and gentlemen, my name is John McPartland. I'm your BART director. I was elected last November, just a little bit over a year ago. The reason we're here today is for us to have

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10 an open forum to give you an overview of the different
11 alignments that we have in the draft EIR, Environmental
12 Impact Report. And then beyond that, what we're going
13 to do is try to answer all the questions that you have.
14 And our job really -- our mission here is to give you a
15 good listening to, because we don't have any vested
16 interest in any of these different alignments, aside
17 from doing the right thing to provide transportation to
18 this community.
19 All right. So having said that, we have kind
20 of a tag team here: David Early, a consultant with BART
21 for the last year and a half and has worked extensively
22 on the EIR, and the planning staff that we also have,
23 with Malcolm Quint and James Oravesande.
24 We're going to end up going ahead and open this
25 meeting right now. So if you don't have any questions

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1 for me at this moment, I will go ahead and turn it over
2 to David.
3 MR. EARLY: Thank you, Director McPartland.
4 It's a pleasure to be here today, and I'm glad
5 we've got such a good turnout for this meeting.
6 As Director McPartland said, this is actually a
7 formal hearing on the draft Environmental Impact Report
8 that's been published on the possible extensions for --
9 the possible alignments of an extension of BART to
10 Livermore.
11 This is a time to give us formal comments that
12 you might have regarding the draft Environmental Impact
13 Report. The draft EIR was published just a couple of
14 weeks ago. There are copies of it here on the table at
15 the back. If you would like to get a copy of it, you
16 can actually get a copy on CD. Because it's a very long
17 document, and we don't want to cut down all those trees
18 down to print multiple copies.
19 There is a sign-up sheet up here at the front
20 by which you can sign your name and get a copy. Now,
21 there are actually two sign-in sheets here, so I want to
22 make sure everyone knows. At the very least, we hope
23 that everyone will have put their name down to let us
24 know that you were here. That will get you on our
25 mailing list. You will get notices about any future

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1 meetings, and we'll have a record of who was here. That
2 is not the same as signing up to get the EIR. So if you
3 would like to get the EIR, please be sure you've signed
4 up twice, once as the sign-in and the second time on the
5 sheet that says to send a copy of the EIR on CD.
6 So as Director McPartland said, we're really
7 doing two things here today. We just had the open
8 house, and people had the chance to wander around the
9 room and look at the boards. We have answered all the
10 questions we could about the possible alignments, about
11 what it might take to bring BART to Livermore. And we
12 will continue to be able to answer questions throughout
13 this EIR process over the next while. And even today
14 after the close of the hearing, we will stay and answer
15 any questions you have.
16 But now, we are going to switch into a two-part
17 part of the meeting that's a little more formal. First,
18 we will have a presentation by Malcolm Quint from BART
19 staff, who will explain the alignments, and then we will
20 take your formal comments.

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21 Now, during the time that we take the formal
22 comments, we can't actually answer very detailed
23 questions. If there are very broad questions that
24 really need to be answered in order to move the meeting
25 along, we can try and do that.

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1 But really our goal for the hearing part of the
2 meeting is to take comments that you have on the EIR so
3 that we can address those in the next document that we
4 write. So we're going to -- if you ask a question and
5 say, "I would like to know do you feel that you've
6 adequately addressed traffic in this EIR," our answer is
7 going to be, "we'll look into that and we'll answer it
8 in the final EIR."

9 If you want to know, "well, what is the impact
10 of this impact on a biological species in someplace,"
11 again, we'll have to say, "we will look into that and we
12 will answer that in the final EIR."

13 So we apologize in advance, but we can't answer
14 questions today of that sort. We will be answering all
15 of those questions in the next round of environmental
16 review.

17 Now, the way this process works, is that the
18 draft EIR has been published. It's been subjected to a
19 45-day public review period. That comment period is now
20 open. It will close on December 21st, and all the
21 comments that we receive before that time will then go
22 into what's called the final EIR. And we will respond
23 to all of those comments in writing in the final EIR.

24 So there are essentially two ways to make your
25 comments: You can do them at these hearings. There's

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1 this hearing today. There will be a second hearing at
2 the Robert Livermore Community Center on December 2nd in
3 the evening. So if you'd like to come to that meeting,
4 you can listen to other residents talk about their
5 comments and give more comments. And then the second
6 way you can submit comments is to do so in writing. You
7 can send them in a letter. You can send them in in an
8 e-mail. And the addresses by which to send comments are
9 available in the EIR itself, and on the table here.

10 So if you want to send comments in, you can.
11 Those two ways to submit comments: in writing or at
12 these two hearings. And then we will respond to all of
13 those comments. So that's how the procedure works and
14 where we're headed.

15 Does anybody have questions about that overall
16 approach or process? And then what I'm going to do is
17 then turn it over to Malcolm to present the alternatives
18 to you and explain more about what's in the EIR.

19 Any questions at this point, please.

20 PUBLIC MEMBER: Before you turn it over, is it
21 possible, if he's not using the platform, to move it. I
22 see that it --

23 MR. EARLY: You know, it is unfortunately
24 plugged in, so I'm afraid not. There are a couple other
25 seats. Maybe he does know how to move it. He's City

0008

1 staff here. He's going to unplug it, and he will
2 hopefully plug it back in, and he's taken care of it.

3 PUBLIC MEMBER: Thank you.

4 MR. EARLY: There you go. And we'll just wheel
5 it back when we come to the comment period. Thank you

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6 for asking. I'm glad we were able to do that.
7 PUBLIC MEMBER: Maybe he should build the BART
8 station.
9 MR. MCPARTLAND: We'll have it in by next
10 Thursday.
11 PUBLIC MEMBER: The draft EIR comment period
12 ends when?
13 MR. EARLY: December 21st.
14 Any other questions, procedural questions?
15 Yes, Linda.
16 MS. SAILORS: How are you coordinating this
17 with what the City is doing?
18 MR. EARLY: It's a great question.
19 Are you going to talk at all about the city
20 meetings?
21 MR. QUINT: Not too much.
22 MR. EARLY: No. Okay.
23 Well, let me say briefly a little bit about
24 those. This meeting today and the EIR itself are
25 being -- the meeting is being held and the document has
0009
1 been published by BART itself. It's a BART project to
2 extend BART to Livermore.
3 Obviously, the City of Livermore is very
4 interested in what the outcome of that might be as well.
5 And the City is particularly interested in the meaning
6 of the BART extension for the potential for development
7 implications around possible station locations. And as
8 Malcolm will explain to you, the nine alternatives
9 encompass a total of five station locations.
10 So at these hearings we are taking comments on
11 the entire draft EIR, looking at the alignment
12 alternatives and the alternatives as they result in
13 stations.
14 The City of Livermore, at the same time, is
15 having a series of 3 public meetings to talk about the
16 implications of the BART extension in terms of what
17 might happen in those five potential station areas. The
18 city held one of those workshops already last week, I
19 believe. Right?
20 MR. QUINT: Yeah, Thursday.
21 MR. EARLY: And will be holding two more on
22 dates, which I also haven't memorized.
23 MR. QUINT: They're on the slide.
24 MR. EARLY: We have a slide. We will give you
25 those dates.
0010
1 MR. QUINT: We've got the dates on the slide.
2 MR. EARLY: We'll have those dates. There are
3 two more coming up, and they should be very instructive
4 workshops for any of you who are interested to come to,
5 to learn about what BART might mean in terms of its,
6 both positive and perhaps negative, impacts in specific
7 areas in terms of station planning around the City. So
8 that's the difference between those meetings.
9 You should all know, you're here at the right
10 place if you want to give comments on the EIR. We are
11 not accepting comments on the EIR at those City
12 meetings. Those are City meetings. They are not a
13 formal part of the EIR process. They are simply to
14 allow the City, the City's leaders, and you all as,
15 presumably many of you are, residents of the city to
16 understand the implications relative to the station

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17 areas, but they are not hearings on the EIR.

18 Any other questions?

19 Okay. Then, let me turn it over to Malcolm,
20 Malcolm Quint, from BART, who's going to introduce the
21 project.

22 MR. QUINT: Thanks, David.

23 I want to start by thanking all of you for
24 coming out today and coming to this meeting. We really
25 appreciate it, and thank you for your participation.

0011

1 So we've issued a draft program, Environmental
2 Impact Report, on Thursday, November 5th. The document
3 is now available. As David said, we have CD copies
4 available, we have hard copies in local libraries, and
5 also it's on the web site. So we have a web site where
6 it also is available, and that's in the presentation.

7 It's a critical step. We're doing extensive
8 community outreach, but I want to focus on -- this is a
9 program document. It's not a project-level document.
10 And what that means, is that in many places this
11 document is addressing issues at a higher level. What
12 the point of this is, is to really select a preferred
13 alignment. This document does not allow us to go
14 directly to construction. Much more design would have
15 to be done to do that. We've done only some design,
16 enough to understand the implications of the different
17 alignments. But really the point is to pick a preferred
18 alignment alternative and then to go on and preserve
19 right-of-way. That's the stage of the project we're on
20 now.

21 So in terms of program objectives, these are
22 ones I think you can readily guess at. They include
23 increasing the amount of transit ridership, also in
24 congestion relief, particularly on Interstate 580.
25 They're also to provide more intermodal connections,

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1 especially with the Altamont Commuter Express, known as
2 ACE, as well as with LAVTA, and the local bus system.
3 In the future, potentially, with a high-speed rail
4 system, should it come over the Altamont -- which
5 there's actually a process ongoing now for that.

6 As well, we're looking at the economic
7 development opportunities in Livermore, and that's what
8 David was just referring to around the station sites,
9 and what are those possibilities.

10 In addition, we realize that there's other
11 policies we have to conform to, including BART's own
12 policy. We have a system expansion policy that looks at
13 the merits of every project on their own.

14 The Metropolitan Transportation Commission,
15 MTC, also has policies around land use that we have to
16 be aware of, as well as there is greenhouse gas policies
17 now coming up through the Senate Bill 375.

18 So I'm going to go now into the specific
19 alignments. They are on these boards. Many of you have
20 looked at them. They're grouped into different
21 categories, and there's three -- well, actually, there's
22 a total of nine alternatives. Seven are two-station
23 alternatives, and there's two that are one-station
24 alternatives.

25 And the way we go through this is, they go from

0013

1 the terminal station farthest east to west. So we have

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2 three alternatives that end up at Greenville East. The
3 "East" name is because we looked at different sites out
4 at the Greenville area, and the one we're studying is
5 east of the current property BART owns.

6 Then there's two different alignments going to
7 Vasco, which is really the Vasco A Station, in the
8 vicinity of the current existing Vasco A station. And
9 then there's two going that end -- have terminants in
10 downtown Livermore. Again, this is around the downtown
11 A station.

12 And then there's two one-station alternatives:
13 One that ends at Isabel/I-580 and one that ends at
14 Isabel/Stanley. Now, these are really ones -- and
15 especially the Isabel/I-580, ones that could be really
16 considered phasing options. We looked at these to
17 understand that if you stop the project short and do the
18 project in multiple phases, that there's implications on
19 that, and we wanted to understand so those
20 implications -- to help inform our decision.

21 So I'm going to start with alternative one,
22 which is Greenville East. That goes in the median of
23 I-580, with a station at Isabel/I-580. And then in the
24 median, all the way up to Greenville, at the
25 very eastern end of the alignment, it goes aerial to

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1 leave the freeway and then go under it to a site at a
2 station just south of I-580 for the station site. This
3 red hatched area is a potential yard and shop site.
4 Now, this site BART actually already owns. And as well,
5 BART already owns property at the Isabel/I-580 area.

6 But just for the fact that we own the property,
7 doesn't buy us the process. As a matter of fact, we
8 also own property just to the west of the yard site, and
9 that's not one of the stations being considered. I
10 mean, it was considered, but it's not one of the ones
11 we're bringing forward to you now. But many more
12 alignments than these nine were looked at, but we pared
13 it down to these nine.

14 The next way to get to Greenville East is
15 through downtown. In this alternative, we leave the
16 alignment just west of El Charro interchange, going in
17 an aerial configuration, down into the corridor, through
18 the Chain of Lakes area, enter into the UP right-of-way.
19 And then the first intermediate station is in downtown
20 Livermore, near the A station. And then along the UP,
21 this is the route that ACE currently runs along, and to
22 the same Greenville East site.

23 And again, the tracks going beyond the station
24 are our tail tracks. And in this case, it goes into our
25 yard. We need these tail tracks for storage of our

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1 trains.

2 There's a slight variation on this. Where we
3 go in the same alignment, through the UP but just east
4 of downtown, we -- instead of going all the way along
5 the UP, we go along the SP, old Southern Pacific,
6 alignment, again to the same Greenville East station and
7 into the yard.

8 The next set of alignments go to the Vasco
9 area, the Vasco A station vicinity. The first one, the
10 first alternative, is again in the median of I-580, with
11 an intermediate station at Isabel/I-580, along the
12 freeway. But we leave the freeway around the vicinity

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13 of Las Positas -- and why it's called Las Positas -- in
14 an aerial configuration. We go up and over the freeway,
15 along Las Positas, with a median in a freeway alignment,
16 again, down to the UP corridor, and then ending at Vasco
17 station. Just to the east, again, in this shaded area,
18 is a potential shop and yard site for BART. All the
19 two-station alternatives have a shop and yard site.
20 That's one thing the one-station alternatives don't
21 have.

22 The next way of getting to Vasco is, again,
23 leaving El Charro in an aerial alignment through the
24 Chain of Lakes area onto UP corridor, with one station
25 in downtown Livermore, in the vicinity of the A station,

0016
1 and then in the UP corridor out to Vasco, again with a
2 yard.

3 So now we move on to the two alignments that
4 have determinants in downtown Livermore. The Portola
5 alignment is one where we're in the median of I-580,
6 again to the Isabel/I-580 station. But in this case,
7 the station is actually trenched lower than the grade.
8 Because just to the east of that station, we go in a
9 subway configuration down Portola and then onto
10 junction, again underground. It would be an underground
11 station very next to the A station, and then come to
12 surface. In this case, there's a yard and shop
13 proposed, just to the east of that location in the
14 vicinity of downtown, again with tail tracks.

15 The next alignment that ends in downtown, goes
16 out at El Charro in an aerial configuration. In this
17 case, we have a station at Isabel and Stanley. We have
18 the Isabel/Stanley intersection, and there'd be a first
19 station. And then continue on the UP corridor to a
20 downtown station, again, with a yard just beyond it.

21 And now for the two one-station alternatives.
22 Isabel/I-580 is in the median on I-580, and simply stops
23 at Isabel/I-580. Now, again, this alternative is an
24 alternative, but was always thought of for phasing
25 purposes. What if we can't go further in terms of

0017
1 budget or for other reasons? We need to do the project
2 in two phases and know that there are impacts associated
3 with stopping short and having for a period of time
4 where the project is only open as far as Isabel/I-580,
5 so we wanted to understand that.

6 And the final alignment is through the quarry,
7 again aerial structure, down to Isabel/I-580.

8 I need to go back, because there's something I
9 neglected, and it's an important item I do want to
10 cover. And that is on three, on this alternative it
11 goes down in an aerial alignment to Isabel/Stanley.
12 What I failed to mention is that in this alternative it
13 approaches the downtown in an aerial configuration. The
14 other ones along the UP are at grade, and we looked at,
15 in this case, an aerial alignment. Understanding there
16 are visual and noise implications of doing that, we want
17 to understand that. So in this case, the alignment has
18 changed from the other ones along the UP, so I wanted to
19 highlight that. We have a summary board over here.
20 Here's all the alignments.

21 Now, I wanted to get into -- you know, to not
22 spend too much time, because really we're here today to
23 hear your comments. Again, I don't want to get into too

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24 much detail by going every bullet, but we looked at some
25 of the program objectives and also some of the policy

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1 objectives. The circles that are totally filled in mean
2 that that objective is satisfied. If it's empty, it
3 means that it's not satisfied. If it's shaded, it means
4 it's partially satisfied. And in some cases, we have
5 "to be determined" because we don't know the answer yet.

6 So on increasing BART ridership, there's very
7 healthy ridership on these alternatives. Essentially,
8 the two-station alternatives all have in the vicinity of
9 30,000 new BART riders. And the one station have in the
10 vicinity of 20,000 new BART riderships. They vary by
11 about 10,000 riders.

12 In congestion relief, we believe we do have
13 significant improvements on the freeway, so we think our
14 objectives there have been satisfied.

15 On economic benefits, some of the stations
16 satisfy them and some of them are only partially
17 satisfied. Essentially, let me say in terms of summary,
18 that the downtown and the Vasco stations present the
19 best opportunities for economic development. It's not
20 to say that economic development can't happen at
21 Isabel/I-580, Isabel/Stanley, and up at Greenville, but
22 there are constraints.

23 The two Isabel stations, Isabel/I-580 and
24 Isabel/Stanley are within the airport protection area.
25 There's certain limitations out at Greenville, such as

0019

1 the Urban Growth Boundary and other zoning that's in
2 place. It's not to say that some of these -- in the
3 case of the Airport Protection Plan, there's no plan to
4 change that. But in some cases, some of these can be
5 addressed. In some cases, they present more challenges.
6 For instance, if we're actually going to move the Urban
7 Growth Boundary to incorporate some of that area into
8 the city, that needs to be accomplished by a vote of the
9 people of Livermore.

10 In terms of the ACE connection, that's one
11 thing that the Isabel/I-580 station alone does not
12 accomplish. All the other alternatives either have
13 existing A station or they could be built, such as
14 Greenville and Isabel/Stanley. But at Isabel/I-580,
15 there's no plans to have an ACE connection at that
16 location. It's just so far away from that alignment.

17 The LAVTA connection, they all satisfy.
18 Cost-effectiveness, we haven't estimated that yet. BART
19 system policy, we think they all will satisfy them. On
20 the MTC's TOD policy, the transit-oriented development
21 policy, they have a certain minimum requirement about
22 the density of housing, the amount of residential units
23 within a half mile of the stations. And all these are
24 not yet satisfied. Some of them, the ones with downtown
25 and Vasco, are much closer. Some of the other ones,

0020

1 they present a challenge. But this is before we worked
2 with the City to potentially increase some of the
3 residential units in the vicinity of the station. And
4 then in protecting the environment, we all believe they
5 satisfy them, and also in reducing greenhouse gases.

6 So again, here's a table. I've talked about
7 some of these. The Benefits Table is kind of a summary
8 of these. In terms of the ridership, I've talked about

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9 the -- I know these are hard to read in the back of the
10 room, and this is not a good PowerPoint slide, but it
11 contains a lot of information. Essentially, I've talked
12 about the ridership.

13 In terms of vehicle miles traveled, there are
14 some differences. The one with the Downtown-Vasco,
15 alternative 2A, has the highest amount of VMT reduction,
16 and they do vary. We also get into the numbers of
17 segments improved along the freeway, the number of local
18 intersections that improve, essentially, along the
19 freeway.

20 Kind of the high-level message to take is, east
21 of our furthest east interchange that serves the BART
22 station, we do induce more traffic from San Joaquin
23 County to come to BART. So there actually is an
24 increase in traffic. But west of that point where
25 people leave the freeway to get to a BART station, we

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1 show some significant improvements along the freeway in
2 terms of congestion relief. But, you know, I always
3 want to warn people, BART is not a magic bullet for
4 solving traffic congestion problems on I-580. We can
5 contribute, but we're not going to, like, magically
6 relieve the congestion along I-580.

7 There are significant air quality benefits, and
8 there are some differences, and also into greenhouse gas
9 savings.

10 Oops. Sorry about that. It's been too long on
11 one slide.

12 MR. GOODFELLOW: It's loading.
13 PUBLIC MEMBER: while that's loading, could you
14 elaborate on what BART's system expansion policy is?

15 MR. QUINT: Certainly. There's a number of
16 criteria that we look at on any project. Ridership is
17 one of the main ones, to look at the number of new
18 riders that will be brought into the system. Another
19 one is on land use development potential,
20 transit-oriented development potential. We look at cost
21 effectiveness. You know, we look at what are the
22 impacts to BART itself, to the BART system, do we have
23 capacity to handle the extension, and also, you know,
24 ability to fund the project and the prospects to make
25 sure we can go to construction.

0022
1 Yes.

2 PUBLIC MEMBER: You stated that alternatives --
3 I think it's five and six or four and six -- are just
4 phased.

5 MR. QUINT: Potentially.

6 PUBLIC MEMBER: Potentially, which kind of
7 means that even if those would be done now, eventually
8 this thing will push east as far as the other phases are
9 noted.

10 MR. QUINT: Right. That's correct. But it's
11 not to say -- you know, they are phased, but they could
12 also be the end point, but we have to acknowledge the
13 limitation of some of these end points.

14 One of the main goals is an intermodal
15 connection between rail systems, BART and ACE. And the
16 Isabel/I-580 is the only one of all of the alternatives
17 where we don't see a prospect of achieving that goal, so
18 we have to recognize those possibilities. We say
19 they're phased.

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20 But one of the big points of the process that
21 we're working on right now is to identify the preferred
22 alignment and preserve right-of-way for that. And if we
23 just pick one station alignment, but we think in the
24 future we want to go further, we need to know that to
25 preserve right-of-way. We don't want to lose that

0023

1 prospect.

2 And I've really gone -- well, I've talked about
3 this at a high level, but this is a chart that shows you
4 the benefits to I-580, the red segments up here, where
5 it shows what I was talking about, where we actually
6 track more traffic and actually have a significant
7 impact. Where usually it's a failing level of service
8 already.

9 Now, again, these are 2035 conditions. I'm
10 looking well out into the future and what impact on the
11 freeway. But as we go west, we show it. Green
12 indicates a significant improvement on the freeway. The
13 orange lines indicate an improvement, but the
14 improvement is not significant.

15 And then, here's the cost table. Now, again, I
16 know these are hard to see. You can't really see it.
17 I'm going to just quickly summarize them.

18 In terms of the totals, the two-station
19 alternatives, the total for them, are anywhere from 2.9,
20 almost 3 billion for the Greenville east alternative, up
21 to 3.8 for the alternative that goes to Downtown and
22 Vasco. But they all range in that vicinity, the two
23 one-station alternatives to Isabel/I-580 is about almost
24 1.2 billion. And the quarry is about 1.6 billion.

0024

25 So these are very high numbers. The yard shop
1 is very expensive. They include right-of-way. One of
2 the things in this project cost is we also include the
3 cost of widening the freeway and creating a median in
4 the freeway. Older estimates did not include that, but
5 we have included that here. So we'd actually have to
6 create a new median after the completion of both
7 eastbound and westbound HOV lanes, so the costs include
8 the cost of widening the freeway and also the
9 right-of-way. And in some cases, you know,
10 right-of-way, we acknowledge and understand we would be
11 buying properties that are already occupied and that
12 there are businesses in there. So in some cases the
13 right-of-way is quite expensive.

14 Do you have a question?

15 PUBLIC MEMBER: Yes. Where would the funding
16 originate?

17 MR. QUINT: well, funny you should ask that.
18 That's the next slide. We're looking at funding
19 sources. At this time, we don't have what we would call
20 as a funding plan, where we'd put numbers to this. But
21 here's some of the sources we're looking at. Some of
22 these are program sources. What that means is that
23 money has already been allocated to this project. We
24 have about 120 million identified, already programmed,
25 for this project. Most of that money, the majority of

0025

1 that, is for right-of-way preservation.

2 And one of the issues with this project is the
3 Alameda County Congestion Management Agency was
4 thinking, "we need to preserve right-of-way on I-580."

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5 A very good objective. The question is, how far east
6 should that right-of-way preserve? Should it be
7 preserved to Greenville? Do we need to preserve all of
8 that right-of-way, or are we going to have it on
9 alignment that leaves the freeway west of that location?
10 So we don't want to expend public funds in a wasteful
11 manner. We want to gain consensus, and that's the
12 objective now, is to pick a preferred route and see, you
13 know, where can we preserve right-of-way.

14 Measure B is the local Alameda County sales
15 tax. Measure B 2000 actually has some money. It is
16 actually paying for this study that we're doing now.
17 They're talking about, potentially, a third round of
18 Measure B in a few years, where they may bring it to a
19 vote of the people. And this could be one of the
20 projects on that list.

21 The next three, AB 1171, Regional Measure 1,
22 and Future Bridge Tolls, those all relate to bridge toll
23 funding, and we do have some money from that now. And
24 we're looking at, potentially in the future, a future
25 bridge toll as a potential source. The high occupancy

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1 toll lanes that are being planned for I-580 could be a
2 potential source of revenue, including for this project.
3 City of Livermore Traffic Impact Fees have some
4 funds into it now and could in the future. San Joaquin
5 County Measure K has now in it money for an intermodal
6 connection between ACE and BART for building a station.
7 The State Transportation Improvement Plan, there's state
8 sources of funding, as well as a high-speed rail plan.
9 The high-speed rail plan could potentially provide some
10 money, in terms of creating an intermodal connection
11 between high-speed rail and BART, as well as Federal
12 grant monies, "High Priority Project" Funds from the
13 Federal, and then Public-Private Partnerships.

14 So we're working on expanding this list and
15 thinking about the numbers and the probabilities and the
16 time frame, all critical elements to funding the
17 project. So in terms of next steps, the next step would
18 be for this is, we're looking to -- it would be a
19 project-specific document. So right now, as I've been
20 saying, we're looking at choosing a preferred alignment.
21 When we'd build a project-level document, we'd
22 also look at other modes. We know that our sentiment,
23 what we've heard, is people want BART. But we'd also,
24 as the process dictates, look at other modes. But we're
25 looking at just BART for now. It's conservative to look

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1 at what we think is the most amount of right-of-way we
2 would need, so we're looking at BART now. We would also
3 go into more detail on much of the mitigation.
4 Mitigation is if we have an impact that's deemed
5 significant, how can we relieve that impact and what is
6 that specifically. And then, we'll continue to work on
7 the funding, the funding plan, but all along, you know,
8 after this process is done, we'll be working on the
9 right-of-way preservation.

10 And then it's just the upcoming meetings. As
11 we said, thank you for coming today. In two Wednesdays,
12 on the 2nd at 6:00 p.m., we'll be at the Robert
13 Livermore Community Center. And then we just wanted to
14 list in this slide the other meetings that Livermore is
15 hosting. So last Thursday they had the first one. In

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16 December, December 10th, 6:30 to 9:30, these are all at
17 the Shrine Event Center in Livermore. And then on
18 January 21st. They're all 6:30 to 9:30.
19 And then also, this has that until
20 December 21st we're accepting your comments, and you can
21 mail them to me, and my address is there and they're on
22 other information we have on the table. As well, we
23 have a Web site at info@barttolivermore.org, or you can
24 just e-mail me directly at info@barttolivermore.org. If
25 you just go to the BART site at "About BART," there's
0028
1 projects. And one of the projects is the Livermore
2 extension, and through that you can get to the BART to
3 Livermore web site.
4 So with that, that's the conclusion of my
5 presentation, and I'll turn it back over to David.
6 MR. EARLY: Thank you. Thank you very much,
7 Malcolm.
8 We're going to bring the podium back over here
9 and maybe set it up on the side here. I think Bob is
10 going to help with that, so that people have a
11 microphone from which to speak. And then, maybe you can
12 set it up here.
13 And so while we're getting that set up, let me
14 just run through some logistics once again. Some of the
15 things I already said, but I want to make sure you are
16 aware that we have a court reporter here, and she will
17 be taking verbatim notes of everything we say, so that
18 your comments will be entered into the record. And then
19 those verbatim notes will then appear in the final EIR,
20 so that you can make sure that your comments are
21 accurately reflected.
22 Because we have the court reporter, we do want
23 to ask you to clearly state your name and the city in
24 which you live, for the record. If your name is a
25 complicated one, if you could spell it for our reporter,
0029
1 we would appreciate that as well.
2 We did note on the agenda that we want to try
3 and limit comments to three minutes per speaker. There
4 are a lot of people here today. We want to try and go
5 home not much later than --
6 (Noise interruption.)
7 MR. EARLY: Maybe we shouldn't use that plug.
8 MR. QUINT: I think it's just the interference
9 between the two.
10 MR. DEAN: It's the feedback.
11 MR. EARLY: You all just want to use this mic
12 that I'm using? That way you can all see the people who
13 are talking. That's a nice thing.
14 So we'll use this mic. Okay. Thank you, Bob.
15 Okay. So what was I saying? We're asking you
16 to limit your comments to three minutes per speaker
17 because there are a lot of us here today.
18 If you're not comfortable speaking or if you
19 realize there's something you wanted to say that you
20 forgot, there are comment cards here. You can fill out
21 a comment card and leave written comments here. And as
22 Malcolm and I have both mentioned, you can also submit
23 comments via e-mail or in writing after this meeting.
24 And I do want to mention also that all of you
25 of course are welcome to comment. However, there is no
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1 need for a comment to be in the record more than once.
2 Every comment in the record will be responded to within
3 the EIR. It will not get an extra response by virtue of
4 having been made three or five or 10 times. Once it's
5 made once, it will get a response. And so if you hear a
6 comment and you have the same comment, it's up to you as
7 to whether you want to repeat it or not, but there's
8 really no benefit to the record to having that comment
9 repeated.

10 So again, I guess, I want to ask, are there any
11 questions about the procedure or anything? And
12 otherwise, we will start taking the comments.

13 Don?
14 MR. DEAN: Are the boards on the easels
15 available online?

16 MR. EARLY: I don't know that they are
17 available right now, but all of that information is
18 available online. There is a PowerPoint show that's
19 even more detailed than the one that Malcolm showed. It
20 has all of Malcolm's slides, plus a few. That is
21 available online, and that has almost every one of these
22 images on it. So the boards, verbatim, are not online,
23 but pretty much everything that's on those boards is
24 available in that PowerPoint show.

25 Any other questions?

0031

1 Okay. And then what we'll just do is kind
2 of -- if a few people at a time would line up over here,
3 that way we can go very efficiently in terms of speakers
4 and we won't have to be calling on people.

5 So there are a couple of people who would like
6 to speak. Do you want to be first?

7 MR. MARTIN: Oh, sure.

8 MR. EARLY: Come on up, and a couple more
9 people can line up here, and we'll just go as we come
10 up, please.

11 Do you want to use this?

12 MR. MARTIN: So is my question just --

13 MR. EARLY: You've got three minutes, but
14 you're welcome to speak for less.

15 MR. MCPARTLAND: Well said.

16 MR. MARTIN: Hello. My name is Robert Martin.
17 I'll from Dublin, California.

18 I was wondering, what is your general time
19 frame for all this? I mean, when will it be complete,
20 if so?

21 MR. EARLY: We've said we're not going to be
22 able to answer many questions. That one may be general
23 enough that we could give a ballpark answer.

24 Director McPartland, do you want to --

25 MR. MCPARTLAND: I've heard an ugly term of 25

0032

1 years. I'd like to see it done in about half that time.
2 I have committed myself to making this happen for the
3 citizens of Livermore, and I hope you don't have to dig
4 up my bones to do it.

5 MR. DEAN: So ten to 25 years might be a
6 ballpark estimate.

7 Okay. Anything else?

8 MR. MARTIN: Yes. And how many properties do
9 you guys own in Livermore, the BART?

10 MR. EARLY: BART right now owns three key
11 sites. They're not individual parcels, but there's some

SI.1

SI.2

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12 land at the Isabel/I-580 area, and there are two parcels
13 near each other in the Greenville area.

14 MR. MARTIN: Now, that Isabel/I-580 area, you
15 guys could build, probably, like a parking structure and
16 have a site on the freeway and stuff?

SI.3

17 MR. DEAN: All five station alternatives
18 include parking structures.

19 MR. MARTIN: Okay. That's it. That's cool.
20 Thank you.

21 MR. EARLY: Next.

22 MR. BERGER: Hi. My name is Larry Berger. I
23 live at 227 Trevarno Road, which is on your Portola and
24 Railroad maps, the historic district that you're
25 referring to.

0033

1 So your yard, your proposed yard, under those
2 two alignments would wrap around two sides of the
3 historic district. So obviously, the homeowners and
4 hopefully the City that put the historic district
5 overlay on us would have some real concerns there. We
6 would like to know in much more detail what a yard and
7 shop would consist of, what those functions would be
8 there, whether you would be providing additional road
9 access. Right now that open area behind Trevarno is
10 only accessed through Trevarno, which is a private
11 street.

12 So we have several concerns. You know, do you
13 currently have a shop, a yard storage area, in BART
14 that's under use?

15 MR. MCPARTLAND: To answer that, yes, we have
16 several. But we have them on the different lines.
17 We've got one on the A line in Hayward. We've got one
18 in Daly City. We've got one in Concord. We've got one
19 in Oakland, and we've got one in Richmond. We do not
20 have any on this line, which is called the L Line.

S2.1

21 MR. BERGER: So if we visited one of those
22 areas, that would represent what's being proposed for
23 that area?

24 MR. MCPARTLAND: I'm sorry. I don't understand
25 the question.

0034

1 MR. BERGER: If we would visit one of your
2 other yards, would we get a good idea of what a yard
3 shop would be like if -- you know, that's being proposed
4 for the Portola and Railroad?

5 MR. MCPARTLAND: Yes.

6 MR. BERGER: Okay. Well, you know, I don't
7 want to presume at this point that we have any agenda
8 either on Trevarno Road, but there are a lot of
9 unanswered questions here that I would think it would
10 require some meetings with the homeowners association in
11 reference to those particular alignments.

12 And the name was B-E-R-G-E-R. Thank you.

13 MR. EARLY: Thank you very much.

14 Next.

15 MS. LILLIE: Hi. My name is Christine Lillie.
16 I'm an environmental planner with Caltrans, but I'm also
17 a Livermore resident. And I have some concerns about
18 the alternatives that go through the downtown area, with
19 the aerial lifts, the increased potential noise levels,
20 and the visual impacts.

S3.1

21 I feel that not only are we servicing our
22 community with this addition, we're servicing the

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 23 communities east of Livermore, and yet they would not be
 24 impacted in their communities with the visual or the
 25 noise levels. So those are my concerns.

S3.1
 cont.

0035
 1 MR. EARLY: Thank you very much.
 2 Next. You all can come up closer as you're
 3 waiting, too.

4 MS. HAMILTON: Hi. My name is Bonnie Hamilton.
 5 I live in Livermore. I wrote a little note here,
 6 because I'm kind of nervous. I just want to say that
 7 I'm very concerned about the environmental impact of a
 8 very precious specie in Livermore, myself.

S4.1

9 BART wants to put its train directly behind my
 10 house on the railroad tracks, and just the possibility
 11 of this happening has already had a negative impact on
 12 myself and my family, being concerned about the train
 13 going by our house every 20 minutes. I think that BART
 14 will find out that the people of Livermore want BART to
 15 stay up on the freeway where it belongs.

16 (Audience clapping.)
 17 MS. HAMILTON: Thank you.

18 MR. EARLY: Okay. Thank you very much.
 19 And I do need to ask that we refrain from
 20 applause, boos, anything else. We really are here to
 21 gather your comments, and we appreciate them very much,
 22 but it's not a political rally.

23 Sir, please.
 24 MR. OEHRLE: Well, in that case, hi. I'm Gary
 25 Oehrle, O-E-H-R-L-E, from here in Livermore.

0036
 1 why are there no routes north of I-580? You
 2 don't have to answer that, but I noticed none of them go
 3 north of I-580. Following the other lady's comments, I
 4 sure like the alternative two, is that it keeps it on
 5 the freeway. And I got to believe the residents to the
 6 west of Laughlin Road do not want to live next to a
 7 maintenance and terminal shop out there.

S5.1

S5.2

8 I'm out there on that property from time to
 9 time with East Bay Radio Controllers, and I already know
 10 the noise levels that -- the minor noise levels that we
 11 create, they're on our case all the time. So I can't
 12 believe that they would want that there. Also, to avoid
 13 the chain of Lakes and to avoid downtown Livermore, just
 14 due to the impacts.

S5.3

S5.4

15 And I'd like to say that alternative two seems
 16 a lot more appealing to me than any of them that are out
 17 there. Thank you.

S5.5

18 MR. EARLY: Thank you.
 19 Sir.
 20 MR. FRANKLIN: My name is Kent Franklin. I'm a
 21 citizen of Livermore.

22 I'd like BART to think about a couple of
 23 things, the aerial overview or tracks going through
 24 downtown Livermore. I'd really like them to think hard
 25 about what the Embarcadero freeway used to look like. I

S6.1

0037
 1 think a lot of you may remember what that looked like
 2 there. The Loma Prieta, when it came down, I think it
 3 was a huge boon to the downtown San Francisco.
 4 I think Livermore would be taking a step
 5 backwards if we did something like that in our downtown.
 6 I would like to see BART come into Livermore. I would
 7 like to see it run, though, parallel to the freeway.

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8 As far as the maintenance station goes, I'm not
9 convinced that's necessary for the L Line. I may be
10 wrong on that terminology, but the maintenance line
11 coming out here to Livermore. I think what we may want
12 to look at is, is there any expansion capabilities in
13 the Hayward BART line, the one that goes from Fremont up
14 to, I guess they call it, the Bay Fair junction.

S6.2

15 If there's expansion possibilities there, it
16 might be less expensive. You already own the land
17 there. But at the same time, I'm not looking to push
18 that issue off to the citizens of south Fremont area.

19 So in summary, I'd really like the BART folks
20 that are making these decisions to look hard at any type
21 of aerial travel for BART trains, especially the
22 downtown Livermore. We've invested a tremendous amount
23 of money to get downtown Livermore looking the way it
24 does. And I would also like the maintenance area to be
25 looked at as a possibility of expansion in other areas.

0038

1 Thank you.

2 MR. EARLY: Thank you very much.

3 Sir, please.

4 MR. ALLEN: Yes. I'm Bob Allen, former BART
5 director. I've represented this valley for 14 years on
6 the BART board, and I'm reluctant to try and put
7 everything in three minutes of time. I'll do what I
8 can, but there's a lot. I could give you about ten
9 minutes and do a much better job.

10 I certainly favor the alternative four, which
11 is a one-station alternative. And I've listed the
12 reasons, which are on a sheet I've passed around. It's
13 by far the least costly alternative. It's less than
14 half of any of the two-station alternatives. It takes
15 very little earth or structural work. There would not
16 be a great wall effect. Whenever BART goes on a
17 separate alignment outside of a freeway median or along
18 a railroad, you have to build a separate corridor for
19 it, or else its own very expensive aerial structure or
20 even costlier, subway. But the great wall effect would
21 be a real burden on the community.

S7.1

22 Alternative four is indirection for everybody
23 in Livermore. It's easily accessible. We'll be able to
24 get it accessible from the freeway and from Isabel.
25 It's easily accessible for most of Livermore and from

0039

1 the travel corridors. The Isabel station would be
2 directly -- it would be right by a freeway interchange,
3 and it would be very easy to get to it.

4 It would relieve Interstate 580 congestion west
5 of Isabel, and there would be lower fares, for the
6 reasons I've shown, shorter travel time. It could
7 easily be extended to Greenville, and I proposed a
8 modified alternative one. It's a proposal which I've
9 made a long time ago, that BART should stay in the
10 middle of the freeway, in the median, until east of
11 Greenville Road.

S7.2

12 And then duck in a short tunnel, underneath
13 those high-elevated westbound I-580 lanes, and go up
14 into the former Southern Pacific right-of-way, at which
15 time, if ACE is still there, it could be an intermodal
16 station, very easily accessible to people coming off of
17 the freeway, if it were designed right.

18 I certainly support the least costly extension.

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19 BART should --
 20 Oh, boy. My time is up. I'd like to tell you
 21 some of the history of it, because it's a real
 22 interesting story, though, about how these choices got
 23 made.
 24 MR. EARLY: Mr. Allen, thank you very much for
 25 your comments, and thank you for being respectful of the

0040

1 time.
 2 I'm sure if people wanted to stay after the
 3 meeting and hear the history, Bob would be happy to
 4 share.
 5 who is our next commenter?
 6 MS. SAILORS: I will.
 7 MR. EARLY: Please, Linda, come on up.
 8 And, sir, you can just wait right by the side.
 9 And any others who want to come up, please do.
 10 MS. SAILORS: Okay. I'm Linda Jeffery Sailors,
 11 and I'm a resident of Livermore.
 12 This is at least the fifth study of BART to
 13 Livermore that I've been active with. And one of the
 14 studies, which was just recently, looked at the
 15 Greenville site as being an intermodal site that would
 16 serve as ten different transit properties from San
 17 Joaquin, Alameda, and Contra Costa counties.
 18 Do you take any of those past studies into
 19 consideration, or do you redo all the work again? It's
 20 just a curiosity. I don't know.
 21 Anyway, it seems to me that Greenville is
 22 important just for that reason, and that we should be
 23 looking at the intermodal aspects of this as highly as
 24 we do the other things.

S8.1

25 Anyway, one of my questions that I would like
 0041
 1 in the record is regarding the eminent domain issues.
 2 will you be taking homes as well as businesses? That, I
 3 think needs to be answered.

S8.2

4 And in the downtown area, there are two
 5 at-grade areas. Is this going to be completely
 6 mitigated by either a tunnel or aerial, if downtown is
 7 chosen, which I hope it's not?

S8.3

8 And the last thing that I would like put into
 9 the record has to do with noise pollution. Probably the
 10 biggest complaints of any BART station has been the
 11 noise. And I would like to make sure that whether it's
 12 in the neighborhoods -- hopefully not -- or on the
 13 freeway, that we make sure that the noise mitigation is
 14 done. Because I know the Dublin station, one of our
 15 local audiologists did a study up there and found that
 16 it was dangerously loud.

S8.4

17 So those are my comments.
 18 MR. EARLY: Next speaker, please.
 19 Are you okay waiting, sir? You got up, I know,
 20 first.

21 MR. STRIBLING: Go ahead.
 22 MR. WILLIAMS: David Williams, Livermore.
 23 You have a meeting on December 2nd at the
 24 Community Center on East Avenue. I have a suggestion
 25 that will get a lot of people to that meeting. I've

S9.1

0042
 1 ridden BART, and there's an elevated section over there
 2 in San Leandro and Oakland. Take some recording
 3 instruments and record what you hear, then come to

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4 Livermore, put up some speakers, and play it for a week.
 5 You'll have a wonderful crowd at your meeting, and I
 6 think you'd get rid of five of your suggestions in the
 7 room, which are stupid. Thank you.

8 MR. EARLY: Thank you.
 9 Sir.

10 MR. STRIBLING: Shirley Stribling, Livermore.
 11 I really respect Mr. Allen for his comments,
 12 and I read everything he writes. Thank you, Mr. Allen.
 13 Okay. So what I disagree with a little bit
 14 with his opinions -- I just don't disagree with them. I
 15 just have another opinion.

16 I think that the line should be laid from
 17 Dublin to Greenville I-580, a single station built. And
 18 when there's time and money available, you build a
 19 second station. But the reason that I like that
 20 terminus at Greenville is that it brings in people from
 21 the Brentwood area, from the Mountain House area, from
 22 the Tracy area, and from here in Livermore.

23 And so that's my observation. Thank you.
 24 MR. EARLY: Thank you, sir.
 25 Next commenter, please.

0043

1 MS. BURKETT: My name is Michelle Burkett, and
 2 I am from Livermore. I actually live next to a sound
 3 wall where the Union Pacific Railroad is now. When I
 4 purchased the house two years -- you know, we've been
 5 hurt a little bit by the economy and the housing values,
 6 but putting BART right there not only will increase our
 7 noise, but it will decrease the values of our homes and
 8 our great little neighborhood that we're living in.

9 A couple of things that I'd like to have more
 10 information on is what kind of studies are done for the
 11 property values that are around the tracks that
 12 are going downtown. We actually own two houses right up
 13 against both tracks, the new one and our old one that we
 14 rent out. So we're going to have a great impact on both
 15 of those.

16 I'm also concerned about if they're down on the
 17 ground, the pedestrian danger, because look at what's
 18 happening with Caltrans out on the peninsula and the
 19 amount of teenagers and people that are being hit on
 20 crosswalks, and what kind of impact that's going to have
 21 if we go downtown.

22 If we go aerial, what kind of privacy issues do
 23 we have for the people that live around the aerial
 24 tracks. I grew up in San Leandro, and I'm well aware of
 25 what it is to have a BART train above you. It's just

0044

1 something else to be concerned with.
 2 The other thing I'd like to know is what kind
 3 of crime rates, or how does it affect rates, you know,
 4 because we're bringing in elements from the East Bay
 5 that -- we are kind of in a bubble out here in
 6 Livermore, and we want to know how was Pleasanton
 7 affected and Dublin affected when BART came to those
 8 cities.

9 So those are a couple of things that people in
 10 my neighborhood would be very interested to know before
 11 you decide to come through downtown. Thanks.

12 MR. EARLY: Thank you. Next speaker.
 13 MR. HOEING: My name is Clarence Hoeing,
 14 H-O-E-I-N-G, and I live in Livermore.

S9.1
cont.

S10.1

S11.1

S11.2

S11.3

S11.4

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15 I feel that the final EIR, BART, must have at
16 least two, possibly three, independent cost estimates of
17 all the alternative routes under consideration. These
18 estimates should come from separate, qualified, and
19 reputable engineering firms. Only with multiple
20 independent estimates will we have true comparisons that
21 can be considered critical by important funding sources.

S12.1

22 The second point I want to make is also in
23 regard to the previous speaker, and that is the matter
24 of crime inducement. I've already heard from a friend,
25 a long-time resident in Livermore, concerned about

0045
1 crime, especially if the downtown Livermore station is
2 the end of the line station. And so I think that BART
3 should address this, before and after in Dublin, before
4 and after Pittsburg Bay Point, maybe other rapid transit
5 stations that are embedded into the community. I think
6 we can do some work there. I think we need to elaborate
7 on that point.

S12.2

8 Finally, in regard to the slide on funding
9 opportunities, "programmed" should be better defined.
10 And if in fact that means that definite dollar amounts
11 have been committed, and we've heard something about
12 that tonight, verbally, at least, then those amounts
13 should be listed parenthetically with those checked
14 sources.

S12.3

15 And in regard to the future listings on that
16 slide, they should be amplified to give approximate
17 funding amounts that might be available, and all future
18 sources should be checked to be certain that they are
19 not already fully committed to other programs.

S12.4

20 Thank you.
21 MR. EARLY: Thank you very much, Mr. Hoeing.
22 Please come up.
23 MS. MILLER: Hello. I'm Stacey Miller, and I
24 live here in Livermore.
25 My concern, being a teenager here and for

0046
1 future teenagers of Livermore in the downtown area,
2 right now it's a safe place for me to go and hang out
3 with my friends, and I feel like I'm not going to get
4 approached by people who I don't want to get approached
5 by. I feel like it's safe. I don't have to worry about
6 what I'm going to wear or what I'm going to bring, where
7 I'm going to park my car, like if I need an alarm system
8 in my car or not. I go to Livermore High School, which
9 is by downtown -- sorry. I'm shaking. I'm nervous.

S13.1

10 We already have problems of people not from our
11 area coming to our high school. Livermore High is right
12 next to downtown. We have people from other areas in
13 front of our school, and we have cops at our school and
14 stuff. I feel that if BART is placed in downtown it
15 will add to that, and more cops are going to have to
16 come, more barriers, more problems.

17 Sorry. I get emotional about this, because I
18 consider Livermore as a place where I'd come back and
19 raise my kids, if I have to. I don't want them to have
20 to -- worry about them being in a dangerous
21 neighborhood, dangerous downtown, because of crime rates
22 that may or may not come due to BART.

23 Also, if BART does come, are they going to hire
24 more cops and hire more protection in the area? Just
25 because, I know that that outside area, as people have

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0047

1 said, will be coming to our downtown and coming to
 2 Livermore, which I really hope that doesn't happen for
 3 our future.
 4 Here you go.
 5 MR. EARLY: Thank you. Thank you for your
 6 comments. We really appreciate people being able to get
 7 up and speak. I know it's not easy to speak in front of
 8 a large group.
 9 Other people who want to talk, please.
 10 (Mr. Shay distributes document.)
 11 MR. MCPARTLAND: Thanks.
 12 MR. SHAY: There are several copies.
 13 MR. EARLY: Thanks.
 14 MR. SHAY: Henry Shay, Livermore.
 15 I'm in favor of alternative one. That's the
 16 one that will have Isabel going on to Greenville. And
 17 the reasons are, it will take the greatest amount of
 18 traffic off of 580. It will have two stations there.
 19 It has the right-of-way all set up, without having to
 20 disturb people in Livermore. It will have room, already
 21 purchased, for the rail yard, for storage of trains and
 22 repair and whatnot, right there at the Greenville
 23 station. And of the other two alternatives, the ones
 24 that come through downtown and finally end up there,
 25 it's about \$1 billion dollars cheaper.

S13.1
cont.

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1 Okay. I'm also concerned that all of the
 2 routing that would go through downtown, as we've heard
 3 from many of the people here and as I've heard about
 4 from Pleasanton, the Chain of Lakes, that it would
 5 attract a great number of lawsuits because of people
 6 worried about declining property values and so on and so
 7 forth. So in summary, I very much support alternative
 8 one. Okay.

S14.1

S14.2

9 Now, a counsel member of Livermore told me that
 10 they were interested in building high-density housing
 11 downtown in which people would be able to walk to the
 12 BART station. Okay. And I think his assumptions are
 13 invalid. And if you look at the chart that I've given
 14 you, okay, it summarizes statistics taken from the
 15 BART's 2008 station profile report. You can see that
 16 with the exception of extraordinarily dense urban areas,
 17 like downtown Oakland, okay, you get a very small number
 18 of people actually walking to the station.

S14.3

19 So if Livermore were to build an additional
 20 2,000 units in order to have tax revenue to support the
 21 regional rail and so on and so forth, a small fraction
 22 of those people would actually walk to the station,
 23 regardless of the fact that it's very close, only
 24 perhaps a thousand or so, on the basis of these
 25 statistics. So you'd have to have a very large parking

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1 garage downtown. And if the purpose was to have
 2 walk-ons, you may as well as put it on 580 where you'd
 3 be able to scoop traffic off of 580.
 4 Fundamentally, I believe, if we go with any
 5 option other than straight down 580, it will be more
 6 costly. It will attract more controversy, and
 7 ultimately we won't get it within our lifetimes, even
 8 digging up your bones, sir.

S14.4

9 MR. EARLY: Mr. Shay, thank you very much.
 10 Other commenters?

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11 MR. O'CONNOR: Hi. I'm Jack O'Connor. I live
12 in Livermore.

13 I also favor the Greenville alignment. There
14 are two things that bother me about a downtown
15 alignment. One is the amount of traffic that is going
16 to be generated for ridership, people driving into the
17 center of town from all over the town. Also, Stanley
18 Boulevard right now is already impacted. If you put a
19 station on Stanley Boulevard, Stanley Boulevard is going
20 to be just about at a standstill.

21 The second is the noise. There's one lady who
22 mentioned a sound wall. Well, the sound wall right now
23 is reflecting sounds south, and that's where all the new
24 train traffic will come, and people south of that sound
25 wall are going to get the reflected noise in addition to

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1 the noise that's already there. So I think the noise
2 impact is huge on the southwest side of town, and I
3 think the traffic impacts are going to be very great.
4 Thank you.

5 MR. EARLY: Thank you for your comments.
6 Next.

7 MR. ISENBURG: Hello. My name is Martin
8 Isenburg.

9 I recently moved to Livermore. I bought a
10 little fixer-upper near downtown, because I like
11 downtown so much, and I can walk to downtown from there,
12 and I'm in the process of turning that into a real nice
13 place with chickens and a garden. So I'm really exited
14 about downtown Livermore. I love downtown Livermore.
15 You know, I'm getting involved with the farmer's market
16 and so on, and I don't want that to change.

17 But there's one thing missing about downtown
18 Livermore, and that is public transportation. I used to
19 live in Rockridge. It's a beautiful area in Berkeley.
20 Lots of families live there. Everybody is happy.
21 There's a BART station right there, right there. And
22 around it, beautiful community, children, families,
23 happy, farmer's market. You won't believe it. And this
24 is my vision for downtown Livermore, having something
25 that is sustainable where people, an incredible amount

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1 of people, walk from Rockridge, get on BART, and go to
2 their work and come back, stop by, you know, the bakery
3 or whatever on their way home, and then, you know, go in
4 there nice properties and tend their gardens. And it's
5 a very, very good community feel.

6 I'm really not worried about the crime. I
7 think people that are worried about crime coming to
8 Livermore -- I think that's a bigger picture. If you're
9 really afraid of your fellow Americans so that you have
10 to prevent them from coming near you, then there is a
11 problem, but you should maybe address it differently
12 than by restricting transportation.

13 I also think it's really important to combine a
14 downtown station with a station that keeps all the
15 highway traffic out of downtown. In particular, I
16 envision some parking enforcement in downtown that would
17 really make sure that the traffic doesn't come into
18 downtown, because I don't want the cars in downtown
19 either. So pairing with a highway station in downtown
20 would be really important.

21 Also, if we only get highway stations -- that



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22 seems like a great idea because everybody can park
23 there, but as soon as the parking lots are full, these
24 stations become useless. And from a Livermore
25 perspective -- you know, I like to get up late in the

0052 1 morning. If you don't get up there by 7 a.m., all the
2 parking will be taken and you don't have a BART station
3 in Livermore. Meaning, if there are only highway
4 stations, then BART to Livermore isn't really BART to
5 Livermore. It's BART to -- from people that come from
6 Tracy and Stockton.

7 Okay. I think that's all my comments. Thanks
8 a lot.

9 MR. EARLY: Thank you very much.
10 Any other comments? No one is standing up
11 right now.

12 Please.
13 You've spoke once already, right?
14 MR. MARTIN: Yeah, but I have one more
15 question.

16 MR. EARLY: Okay. I think we'll try and
17 take -- well, I want to make sure we get everybody who
18 hasn't spoken once. And then if there are one or two
19 people who need to speak again, we can look at that.
20 But let's make sure that everybody who wants to speak
21 that's here gets to do that.

22 Valerie Raymond is here.
23 MS. RAYMOND: My name is Valerie Raymond, and I
24 live in Livermore.

25 I have some questions about how some of the
0053 1 claims were made about TOD-type development in the
2 downtown. There's constant reference to the fact that
3 it has high TOD potential, but it's not really clear,
4 you know, how much of those numbers are being used in
5 the projections and how much more would need to happen
6 in order to justify the claim that this is conducive to
7 TOD development. I think that ought to be spelled out a
8 lot more clearly.

9 I have real reservations about how plausible
10 some of that TOD development actually is. I was
11 bicycling around the area that's within half an hour of
12 the station this morning, and there's an awful lot of
13 apartments, and they could be redeveloped. But the net
14 gain you'd have in total units, it seems to me, may not
15 be that high. There's some reasonable single-family
16 neighborhoods that aren't necessarily going to change.
17 There's two major schools. There's churches. There's a
18 whole bunch of stuff. It seems to me that if you're
19 going to claim that it's got high TOD potential within
20 half a mile, you need to really demonstrate where that's
21 likely to happen and what kind of numbers.

22 The EIR also states that the parking shortfall
23 for a downtown station would be 1,300 and 1,900 parking
24 spaces. It seems to me that a BART extension ought to
25 be providing some benefits to existing residents, most

0054 1 of whom will have to drive to a station. And the
2 downtown station, it seems to me, is not going to offer
3 very much to existing Livermore residents, and that a
4 station out at Isabel would be important to do that,
5 because otherwise Greenville is kind of out of the way
6 if that were the only other option.

S16.2
cont.

S17.1

S17.2

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7 The EIR, as I said, in referring to the
 8 shortfall in parking spaces says that it will likely
 9 result or could result in a reduction or a reallocation
 10 of the projected ridership. It seems to me that that
 11 ought to be spelled out, because nowhere else -- as far
 12 as I've been able to find so far, and it's a big
 13 document, so maybe it's there somewhere -- but nowhere
 14 else does it really seem to clarify exactly how a
 15 potential shortfall -- because of the parking shortfall
 16 in the area -- whether that ridership in fact can happen
 17 in the downtown that's being projected, or whether in
 18 fact it ought to be adjusted because you're not
 19 providing sufficient parking for the demand that you're
 20 projecting.

S17.2
cont.

21 So I think the parking issue needs a lot more
 22 attention than it's gotten so far, and I think the
 23 claims about high TOD options in the downtown need to be
 24 really clearly analyzed. The existing downtown specific
 25 plan that calls for about 3,200 new units, most of those

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1 are beyond the half-mile mark. And the chart that shows
 2 these numbers has got a footnote, to the effect that
 3 some of these units are outside of the half-mile radius,
 4 and I think that needs to be really clarified as to what
 5 exactly is inside the half-mile radius and what's
 6 outside. Because if it's outside, it seems to me, it's
 7 kind of cheating to be claiming it when you're not
 8 providing it, it is a possibility in other areas.

9 Thank you.
 10 MR. EARLY: Thank you. Well timed.
 11 Bob Baltzer.
 12 MR. BALTZER: Bob Baltzer, B-A-L-T-Z-E-R.
 13 I very much appreciated the speaker before who
 14 asked -- he seems to be the only one here who's ever
 15 lived in the area that we envision downtown, and he said
 16 he liked it. Amazing, isn't it, and I didn't hear
 17 anything about noise.

18 I will give you now my preferences, and that is
 19 option 2A, downtown Vasco. This is the only option that
 20 gives T2 TOD areas, and it can give you a freeway
 21 intercept, with a little bit -- a small amount of
 22 driving at Vasco, eliminating the crush if downtown is
 23 the end of the line.

24 It happens to be the best for emission
 25 reduction and energy use. It is the most expensive, but

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1 it brings in 31,600 new riders, and it's the only one
 2 that comes close to meeting the requirements of the MTC
 3 resolution 3434. The rest don't even come close. The
 4 freeway only do not have any TODs. Both of the freeway
 5 options bring the prospect of attempts to overturn our
 6 UGBs. Those have been supported when Measure D was
 7 passed in 2000, when the 2003 initiative was adopted,
 8 and in the overwhelming defeat of the TOD initiative,
 9 which was going to break it. That was 72 percent
 10 against.

S18.1

11 The one-station alternatives doom you to one
 12 station. In my honest opinion, that's why Pete
 13 Schneider put the Dublin/Pleasanton station the first
 14 one where it was. The worst possible one -- I'm sorry,
 15 Bob Allen -- is the Isabel/I-580. You've got no TOD.
 16 There's no downtown connection, and it just don't work.

17 MR. EARLY: Thank you, Mr. Baltzer.

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18 Next speaker.
 19 MR. DANIEL: Paul Daniel, Livermore.
 20 It seems to me, from the various alternatives,
 21 that one of the important things is that each station
 22 has to be self-supporting and stand on its own. And
 23 none of the alternatives with the quarry station seem to
 24 do that. It's in a bad location for traffic, as pointed
 25 out by another person, and it's in the middle of nowhere
 0057
 1 in terms of anything else that you could do there, based
 2 on the various restrictions. It also gets involved in
 3 some residential issues in that area for the people who
 4 are nearby.
 5 I've heard a lot of concerns about the
 6 residential -- about the impact of a downtown station in
 7 terms of crime and access, positive and negative. I
 8 think one of the things that would be worthwhile doing
 9 is looking at the various locations where terminants
 10 have happened. In particular, Rockridge, where you
 11 apparently do have a good neighborhood mix for that, and
 12 see what the characteristics of the neighborhood are
 13 that, you know, don't result in any import of anonymous
 14 crime.
 15 I think one of the things that I would propose
 16 is that an anonymous commercial area is what brings
 17 crime in. If Rockridge is mixed commercial and
 18 residential -- unlike what downtown Livermore is,
 19 because it's mostly commercial in the areas proposed --
 20 that would tend to prevent people from migrating in to
 21 do their dastardly deeds. And I don't see that same
 22 thing happening anywhere in Livermore. Any of the
 23 proposed stations are pretty well insulated from
 24 residential surveillance.
 25 And that's about all I have to say.
 0058
 1 MR. EARLY: Thank you very much.
 2 Next speaker.
 3 MS. SUMMERS: Hello. I'm Angelina Summers,
 4 Summers with a "u," and I live in Pleasanton, and I am
 5 here to support you.
 6 Years ago I stood in front of my city council,
 7 and I told them, "You are being stingy. Livermore
 8 deserves a station before we have our second station."
 9 Did they listen to me? No.
 10 Concerning the grinding of the wheels, if you
 11 stay on the freeway, you will not have the grinding of
 12 the wheels. It's when you go underground. Like if
 13 you're going into Oakland and you're going to go
 14 downtown, if you're on BART, you will hear the grinding
 15 of those wheels. Also, when you go under the water,
 16 before you get there, and there's some grinding of the
 17 wheels, if you stay on the freeway, you will not have
 18 that, being it is a straight-through.
 19 So I hope you all consider that too in what you
 20 really want. Thank you.
 21 MR. EARLY: Thank you, Ms. Summers.
 22 Next speaker.
 23 MR. STEINBERG: Matthew Steinberg, a resident
 24 of Livermore.
 25 I favor route one of the Greenville route, with
 0059
 1 the Isabel station, and most of the reasons have been
 2 already stated. It is the least costly total one. In
 Page 24

S19.1

S19.2

S20.1

S21.1

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3 terms of the number of riders, it's the least costly per
4 number of riders that are added.

5 One of the things that has not been stated by
6 the Isabel station is that there is a business park.
7 There is a college there. There are reasons to go out
8 there. There are reasons to go park there. It will
9 serve west and south Livermore with Isabel access, so
10 that residents from that side of town that need to use
11 it are able to use it.

12 I'm one of those midday users, so please build
13 sufficient parking so that those of us that need to
14 travel and go to work midday have access. Downtown BART
15 doesn't allow that.

16 I've spoken with a BART police officer, maybe
17 this officer can comment afterward, but he does indicate
18 that end of the line stations tend to have more crime.
19 Because at the end of the day when BART shuts down at
20 midnight, those passengers have got to go somewhere, and
21 they're typically not going home. So I think we need to
22 take that into consideration, where we locate the
23 stations, particularly end of the line stations.

24 At a hearing in Livermore 12 to 24 months ago,
25 a BART operator echoed those same comments. The BART
0060 operator also had the need for a yard, so Greenville has
1 the most room for a yard.
2 And I think those are kind of -- most of the
3 other stuff has been covered.
4 MR. EARLY: Great. Thank you.
5 Next commenter.
6 PUBLIC MEMBER:
7 I just wanted to remark on --
8 MR. EARLY: Please state your name.
9 MR. STREETER: My name is Clark Streeter. I
10 live on 457 Tylor Avenue in Livermore.
11 I just wanted to comment on something that I
12 thought of while another speaker was talking, that
13 hasn't seemed to be mentioned at all. Because we're
14 talking about walking to the BART station. Now, I
15 remember that years ago when my wife used to work in
16 Hayward, I would frequently take BART to Hayward from
17 Livermore, and I would hop on the number ten bus on East
18 Avenue and go down to the BART station and connect.
19 Okay.
20 Now, it was a little inconvenient. I really
21 didn't like it, because it was a little too long of a
22 ride on the bus, but I would definitely take advantage
23 of hopping on the number ten bus and going down to the
24 transit station and hopping on BART. And I think that
0061 the possibility is there. There are a lot of other
1 people who would do the same thing. So you might have a
2 more increase in ridership and more people using a BART
3 downtown station than you would just simply get from
4 walking from the local area. Thank you.
5 MR. EARLY: Thank you.
6 Next commenter.
7 Steelers' fan.
8 MR. MATHIAS: Absolutely.
9 Ed Mathias, Livermore.
10 I hope you can answer this question now, but
11 I'm unclear on how the ultimate decision is made. What
12 is that process?
13

S21.1
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S21.2

S21.3

S22.1

S23.1

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14 MR. EARLY: That is a question I think we can
 15 answer now.
 16 Malcolm, shall I do that now, or do you want to
 17 comment on that one?
 18 The process that we will be engaged in is
 19 really -- ultimately, it's up to the board of directors
 20 of BART, including Director McPartland. The process is
 21 that this draft EIR is being reviewed now. A final EIR
 22 will be issued. And at the same time that the final EIR
 23 is issued, there will be something called a preferred
 24 alignment memorandum, which will come from staff and try
 25 and synthesize all the information that's come in, and

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 1 make a preliminary recommendation to ultimately the BART
 2 board as to what the staff thinks the alignment should
 3 be. That will then be vetted through a public process.
 4 It will be reviewed by a number of people, I'm sure.
 5 I'm relatively sure that the Livermore City Council
 6 plans to review that memo and make a statement as to
 7 their preferences.

8 There is another group called the Policy
 9 working Group. That is a group of representatives from
 10 various cities and agencies in the region who will
 11 review that memo and make a recommendation to the BART
 12 board. And then ultimately both the final EIR and that
 13 memorandum will go to the BART board of directors.
 14 Those directors must first certify the EIR as an
 15 adequate legal document. And only then can it take a
 16 stand of action on the preferred alignment, and then the
 17 board will make a decision as to whether to accept the
 18 preferred alignment in that memorandum or whether to
 19 chose a different one.

20 And then, of course, as Malcom Quint said,
 21 that's only the first step in a much younger planning
 22 process. Once the preferred alignment is chosen, there
 23 will need to be further planning studies, more
 24 engineering, right-of-way acquisition, and there will
 25 actually be another Environmental Impact Report that

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 1 looks at the impacts along that alignment more
 2 particularly and considers technological alternatives
 3 and ways to address individual impacts along that
 4 alternative.

5 One more comment, please.
 6 MS. STREETER: Fabulous. I thought I missed
 7 out.

8 MR. EARLY: No, absolutely not.
 9 MS. STREETER: Okay. Thank you.
 10 My name is Kathy Streeter. I've been in
 11 Livermore since 1964, but I worked in Hayward for 22
 12 years on B Street. There is a BART station at the end
 13 of B Street. When that BART station came in, the crime
 14 in downtown Hayward dropped. It dropped precipitously.
 15 I used to have street people sitting in front of my bank
 16 eating out of cans, and I would have to call the police
 17 to help me get them moved. That went away.

18 I think there's a couple of things. whenever
 19 there's change, people get very nervous and they don't
 20 think about the long-term results of what the decisions
 21 are. They think about immediate nervousness of, "well,
 22 there's crime, and there's noise, and it's going to
 23 change what I'm used to, and I don't like the change of
 24 what I'm used to."

S23.1
cont.

S24.1

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25 But long-term, these things, this BART coming

0064 1 to Livermore -- and I'll say right up front that I'm for
 2 Livermore/Vasco. That's my choice. We have two
 3 intermodal stations at both of those areas, and it makes
 4 a whole lot of sense for us to do that.
 5 I think we have to look at this dispassionately
 6 and not let fear make up our minds, because fear only
 7 leads you to dead ends.
 8 Economic development, which is very large for
 9 downtown and for Vasco, is good for everybody. It
 10 brings money into our community. It brings money in for
 11 so many things that we want, and I think we need to look
 12 beyond this fear and nervousness of change.

13 Thank you.

14 MR. EARLY: Thank you very much.
 15 Any other comments here today?
 16 Okay. I know there was one gentleman that had
 17 a follow-up question or comment. Did you want to come
 18 on up again?

19 MR. MARTIN: Yeah, sure.
 20 MR. EARLY: And then, sir, if you want to come
 21 up again, that would be fine, and then maybe we'll call
 22 it a day.

23 MR. MARTIN: Hi. Again, my name is Robert.
 24 I have a question for the board of directors.
 25 If you guys do have an intermodal station,

0065 1 would the ACE trains still be more frequent, because it
 2 only goes, peak hours, for three trains of --
 3 MR. MCPARTLAND: That's a decision not for BART
 4 to answer.
 5 MR. MARTIN: Okay. Because, I mean, you've got
 6 an intermodal station, and if it's only peak hours, the
 7 justice isn't always there, you know, for that.
 8 MR. MCPARTLAND: Yeah. And Central Valley
 9 Transportation Committees as well as the MTC all have
 10 input and comments on that, but that's not our decision
 11 to make or, for that matter, for us to even influence.
 12 But there is a lot of discussion on that.
 13 The forum for asking that question needs to go
 14 someplace else.

15 MR. MARTIN: And what are the airport
 16 restrictions for -- if you guys do have a station right
 17 there at Isabel and I-580? Does that affect the height
 18 of the parking structure or the expansion of other
 19 businesses?
 20 MR. MCPARTLAND: You mean, as far as zoning is
 21 concerned?
 22 MR. MARTIN: Yes.
 23 MR. MCPARTLAND: I can't answer that.
 24 MR. EARLY: That's a question we should
 25 probably go into detail in the EIR. But let me say

0066 1 quickly, that a parking structure can be built in that
 2 area. Nonresidential businesses can be built in that
 3 area, but there is a relatively large area that takes up
 4 most of the area within a half-mile radius of that
 5 Isabel/I-580 station where no residential uses can be
 6 built at all of any height because of the airport
 7 protection area. And there are maps showing that area
 8 relative to the BART station site that are in the EIR.
 9 MR. MARTIN: Okay. Thank you.

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10 MR. EARLY: Thank you.
11 One last comment I think we have, and then
12 we'll perhaps wrap up.
13 Oh, two more comments we have, and then we'll
14 wrap up.

15 MR. ALLEN: Earlier --
16 MR. EARLY: Please say your name again.
17 MR. ALLEN: Oh, Robert Allen.
18 I had said that I favored alternative 4, a
19 one-station extension at grade in a widened I-580
20 median. I also in my letter to Malcolm requested
21 that -- I support also acquiring land and programming
22 work to allow a median at grade route for a future BART
23 line to and east of Greenville Road. That would be in
24 the I-580 median.
25 And I'd also -- there has been a lot of talk

S26.1

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1 with the EIR about the ACE connection. ACE runs three
2 trains each way a day. It says four there, but it's
3 been changed to three since then. BART runs that many,
4 four trains every hour. The scheduling of a connection
5 is not really too viable. But I would suggest that it
6 might be better to consider BART over the hill in place
7 of the ACE proposal that's being made. It would
8 probably be cheaper, serve many more people far better
9 at less cost.

S26.2

10 MR. EARLY: Thank you, Mr. Allen.
11 One more commenter here. Please say your name
12 again.

13 MR. WILLIAMS: David Williams, Livermore.
14 On that December 2nd meeting that you have,
15 it's like this meeting in the middle of the afternoon.
16 Unfortunately, this --
17 MR. EARLY: It's 6:00 p.m.
18 MR. WILLIAMS: It's 6:00?
19 MR. EARLY: December 2nd at 6:00 p.m.
20 MR. WILLIAMS: Oh, okay. Excellent. That was
21 my point.

S27.1

22 Someone made the comment that they've never
23 lived near a rapid transit system. I have. I grew up
24 in New York City. And they've torn down most of their
25 elevated trains, and we're proposing to build one. They
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1 define "insanity" as doing something that somebody has
2 already done before and it didn't work. We ought to
3 investigate what's been done elsewhere, and not just in
4 our own immediate area. That's it.

5 MR. EARLY: Thank you.
6 Another comment.
7 MS. DOBBINS: My name is Mara Dobbins, and I'm
8 a resident of Livermore as well. I've been here 22
9 years. And my house sits right about here, and I face
10 the ACE train. I face my neighbors' house across the
11 street, and then the ACE train is right there. Three
12 times a day is not bad at all, but if I'm going to
13 expect an elevated BART to be running past behind my
14 neighbor's house, with all the noise and all the people,
15 and then the elevated looking down into our
16 neighborhood, it makes me extremely uncomfortable.
17 And I feel like my property taxes are going
18 down and the noise is going to be bad, and I just really
19 don't like that at all. I'd love to see it come down
20 I-580 and have little stations there, and maybe some

S28.1

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S28.1
cont.

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21 shuttle buses going back and forth.
22 I'll tell you what, El Rancho Verde, El Rancho
23 Road, there's a lot of us talking, but a lot of them are
24 at work. This was at 2:00. I'm late. I've only been
25 here about 30 minutes, so I don't know what happened

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1 prior to me coming up here to talk. But I'm really
2 upset, and I will be at the next meeting right on time.
3 And I'd just love to see a lot more people here. Pros
4 and cons, I'd love to hear it all. We just need to --
5 I've been going up and down the street telling people,
6 "This is what time it's happening. Please try to make
7 it."

8 But we really -- I'm all for BART. I signed
9 all the petitions, and I'm really excited about having
10 BART here. I will use it, but I don't want it coming
11 through my neighborhood. That's my home. That is my
12 home. That is my biggest investment, and it took me a
13 long time to get it, and I raised my kids there. We've
14 been here 22 years, and I love Livermore, and I love the
15 people, and I love the diversity. I'm just upset, and
16 you can tell.

17 MR. EARLY: Thank you very much. We've got one
18 more commenter, but I wanted to clarify two things, just
19 to make sure there's not confusion.

20 We did purposely schedule two hearings, one
21 during the day and one during the evening, because we're
22 aware that different people have different scheduling
23 needs. And so these are not -- people are welcome to
24 come to both, but there's not a need to come to both.
25 The comments taken at either hearing will be receiving

0070

1 responses equally in the process, and I hope all of you,
2 even those of you who wish this meeting were in the
3 evening, can understand that there are people who prefer
4 to come to daytime meetings, and that's why we're doing
5 one of each.

6 I also heard you say -- and I just want to make
7 sure there's no misinformation to others about an
8 elevated alignment there near Stanley Boulevard.

9 Malcolm, correct me if I'm wrong, but I believe
10 that all of the alignments are at grade in that area
11 where the BART alignment would run along the UP.

12 MR. QUINT: Right. At the Isabel/Stanley
13 station it would be at grade, but just before that it
14 comes down --

15 MR. EARLY: But further east, going from
16 Isabel/Stanley into the downtown.

17 MR. QUINT: They're all at grade, except for
18 the -- there is an alternative I had mentioned,
19 alternative 3A, that stops at Isabel/Stanley that goes
20 on to downtown as a terminant station. We looked at
21 that as an aerial alignment. It could be at grade, but
22 we wanted to look at it in two different configurations
23 to understand the impact. So it doesn't mean that it
24 will be aerial, but we did in that specific alternative
25 look at the approach to downtown. From just west of

0071

1 Murrieta into downtown it would be aerial under 3A.

2 MR. EARLY: So let me point at the map. Again,
3 in this area -- in all the alternatives, starting here
4 all the way through to here -- it is always at grade.
5 And then from Murrieta on in one alternative --

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6 actually, this is well beyond Murrieta.
 7 The map is wrong?
 8 MR. QUINT: Yeah.
 9 MR. EARLY: Okay. So starting from here, it is
 10 an aerial alignment on these four alignments. And then
 11 the other three, it remains at grade all the way through
 12 the downtown.
 13 So again, I'm sure some people would have
 14 concerns about whether it's at grade or aerial, but one
 15 of the commenters just said, "I wouldn't want it aerial
 16 behind my house. Don't do that."
 17 I just want to make sure that everybody
 18 understood that it's at grade in most of those
 19 alternatives.
 20 It looks like we have at least one more
 21 commenter. I know we had some people now wanting to
 22 speak a second time. I think I'm going to let you go
 23 ahead and do that.
 24 Is there anybody urgently who feels like they
 25 have to either go again or has not gotten to go at all?

0072
 1 Okay. So I think we'll have one last comment
 2 here, and then we would all adjourn.
 3 MR. ISENBURG: Hello. Thank you for allowing
 4 me to speak again.

5 Just picking up on the previous comment, I just
 6 bought a house on Chestnut Street right next to the
 7 railroad crossing that has the -- well, the railroad
 8 crossing, where you can walk across, and I can almost
 9 touch the ACE train going by. And I'm really worried,
 10 personally, about the BART train going by there four
 11 times an hour.

12 But, you know, that's just me. That's my own
 13 little kind of thing, and lots of people live next to
 14 BART trains, but these BART trains don't just serve
 15 them. They serve a humongous amount of people, and not
 16 just for the next three to five years. No, for like 50
 17 or 100 years to come. I mean, this is a thing that's
 18 much bigger than me personally getting just annoyed by a
 19 little bit of noise, you know, every 15 minutes.

S29.1

20 So I really want BART, and if they come right
 21 by my house, it's okay. Because the thing is so much
 22 bigger than myself, that I think -- I'm willing -- just
 23 the fact that I own a property, I should be grateful
 24 that I own one. So don't now be, you know, like, "My
 25 space needs to be protected at all costs, no matter what

0073
 1 else."

2 However, downtown Livermore is a wonderful
 3 place, and I really would not like a BART coming in
 4 there and destroying the looks and everything of it all.
 5 So I think BART could be like a tourist destination,
 6 because it's one of the prettiest, little, kind of,
 7 downtowns around. So while I'm okay with BART coming
 8 over the ground at my place, I really think BART should
 9 go down under the ground when it comes to the downtown,
 10 and not create an eye sore there, because it's pretty
 11 like it is right now. And all you want there is, you
 12 want to have this staircase where you come out of BART,
 13 and there is downtown Livermore in front of you. It's
 14 beautiful. It's just like it is right now, with no huge
 15 parking lots or anything nearby. That should all be out
 16 to Greenville.

S29.2

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17 Thank you.
 18 MR. EARLY: Okay. Thank you very much.
 19 And thank you all for being here today. I do
 20 invite you, if you'd like to come again, to come on
 21 December 2nd, 6:00, at the Robert Livermore Center.
 22 There are the two upcoming City of Livermore meetings as
 23 well, to talk more about station planning and the
 24 benefits of impacts of station design.
 25 Thank you for your comments, and do submit
 0074 comments in writing as well. Thank you.
 2 (Hearing adjourned at 4:01 p.m.)
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CERTIFICATE OF REPORTER

1
 2
 3
 4 I, Dawn E. Howard, hereby certify that said
 5 proceedings were taken in shorthand by me, a Certified
 6 Shorthand Reporter of the State of California, and were
 7 thereafter transcribed into typewriting, and that the
 8 foregoing transcript constitutes a full, true, and
 9 correct record of said proceedings which took place;

10
 11 That I am a disinterested person in the said
 12 action.

13
 14 IN WITNESS WHEREOF, I have hereunto subscribed my
 15 name this 24th day of November 2009.
 16
 17
 18

19 _____
 20 DAWN E. HOWARD
 21 CSR No. 13201
 22
 23
 24
 25

5.1 BART PUBLIC HEARING IN THE CITY OF LIVERMORE (NOVEMBER 18, 2009)

PH1-S1 Robert Martin

PH1-S1.1 The commentor questioned when the project would be completed. As noted in the Draft Program EIR, a buildout year of 2035 was assumed for the purposes of the analysis.

PH1-S1.2 As noted in the comment, BART currently owns three key sites in the study area.

PH1-S1.3 As noted in the comment, all five station locations would include parking structures.

PH1-S2 Larry Berger

PH1-S2.1 BART currently has maintenance yards for train storage and repair at Hayward, Daly City, Concord, and Richmond. Additional locations where trains are stored with no repair facilities are in Pittsburg/Bay Point and Dublin/Pleasanton. Storage tracks also exist in North Concord, but are not regularly used. There is also a shop, but no maintenance facilities or train storage, in Oakland.

The detailed design of a potential maintenance yard at Portola-Railroad, including access, has not been determined. The Draft Program EIR (Figure 2-14, page 2-39) illustrates the outline of an area that would provide the acreage necessary for a maintenance yard, and any yard built at this location would need to include maintenance facilities and tracks for train storage. The basic components of the Portola/Railroad Yard and the functions that would be performed there are described on page 2-38 for Alternative 3 and page 2-45 for Alternative 3a. A general description of the types of activities performed at BART's maintenance yards is included on pages 2-51 and 2-52. The proposed yard would need road access, but the location of the road access has not been determined at this point. This would be determined during engineering work for the project-level EIR/EIS document.

Specific impacts from maintenance yard activities are identified in the relevant sections of the document. Land use impacts of the Portola/Railroad Yard, including impacts to the Trevarno Road Historic District, are identified on page 3.3-42, discussed on page 3.3-47, and potential mitigations were identified on page 3.3-48. Community division issues associated with the yard were identified on page 3.3-49. The need for acquisition of parcels for the maintenance facility was identified on page 3.4-21. Impacts associated with lighting at the yard are identified on page 3.5-20 in Table 3.5-2, discussed in more detail on pages 3.5-43 and 3.5-44, and potential mitigation measures are proposed on page 3.5-44. The visual quality impacts of the maintenance facility on Trevarno Road were identified on page 3.5-33. Potential view obstruction due to elements of the maintenance facility is identified on page 3.5-37. Potential

impacts of the maintenance facility on historic and cultural resources, including the Trevarno Road Historic District, are identified on page 3.6-21, with mitigation measures proposed on page 3.6-23. Noise impacts associated with the maintenance facility are identified on page 3.10-55, and mitigation measures are proposed on page 3.10-56. Air quality issues associated with maintenance activities at the yard are identified on page 3.11-23 and 3.11-30. Potential issues associated with the accidental release of hazardous materials at maintenance facilities are discussed on pages 3.12-24 through 3.12-30. Noise impacts created during yard construction at the Portola/Railroad Yard are identified on page 3.16-3, discussed on page 3.16-40, and mitigation measures are proposed on page 3.16-41. Vibration impacts created during yard construction are discussed on page 3.16-44 and 3.16-45, and mitigation measures are proposed on page 3.16-46.

PH1-S3 Christine Lillie

PH1-S3.1 Please see Master Response 5 regarding the impacts of a Downtown Livermore Station. Please refer to the Draft Program EIR Sections 3.5 and 3.10 regarding visual and noise impacts associated with aerial alignments, respectively. Regardless of which extension alternative is selected, there would be benefits for all the commuters, both in Livermore and those living east of Livermore.

PH1-S4 Bonnie Hamilton

PH1-S4.1 Please refer to the Draft Program EIR Section 3.10 regarding noise impacts of BART within the UPRR corridor. As discussed under Impact NO-1 starting on page 3.10-22 of the Draft Program EIR, the proposed alignments may significantly impact sensitive noise receptors in Livermore. Various noise mitigation measures, as outlined under NO-1.1 on page 3.10-53, would be examined to reduce noise levels (sound walls for example). However, sufficient information is not available under this program-level analysis to conclude with certainty that this mitigation would reduce impacts to less-than-significant levels in all circumstances. BART would carefully examine the noise impacts and mitigation measures in greater detail based on project-specific designs when preparing a project-level EIR to determine if impacts can be further reduced.

PH1-S5 Gary Oehrle

PH1-S5.1 Livermore's Urban Growth Boundary (UGB) limits development north of I-580 in Livermore; thus stations north of I-580 were considered initially but were not taken forward in the Draft Program EIR due to the constraints on potential station development (See page 2-65). See Response 103.1 of the written comments.

PH1-S5.2 The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

- PH1-S5.3 As described in Impact NO-2, noise from the Greenville Yard may have significant noise impacts to the nearby homes. Mitigation NO-2.1 identified on 3.10-56 is expected to reduce those levels to less than significant.
- PH1-S5.4 Please refer to Master Response 3, Chain of Lakes/EI Charro Road Alignment, of this document, regarding impacts due to a Chain of Lakes/EI Charro alignment; and Master Response 5, Downtown Livermore, of this document, regarding the various impacts of a Downtown Livermore Station. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S5.5 The comment concerns the merits of the project alternative and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S6 Kent Franklin
- PH1-S6.1 Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station to the character and quality of Downtown Livermore. Please also refer to Section 3.5 in the Draft Program EIR for a discussion of visual impacts in the downtown area.
- PH1-S6.2 BART is investigating how to best use existing maintenance areas as the system expands; however, maintenance facilities at the end of each line are desirable because it allows end-of-line storage and more convenient maintenance, which facilitates daily operations.
- PH1-S7 Bob Allen
- PH1-S7.1 Please refer to responses to the speaker's written comments in Comment Letters 42 through 52. As noted beginning on page 3.3-35 in Section 3.3, Land Use, various alignments would have a less-than-significant effect related to the division of communities (great wall effect). Visual impacts of the aerial structures were addressed in Section 3.5, Visual Quality, of the Draft Program EIR. Costs estimates for the alignments are presented in Section 2 and Appendix B of the Draft Program EIR.
- PH1-S7.2 The commentor supports Alternative 4 — Isabel/I-580. For a discussion of an alternative with a station north of I-580 see Response 42.4.
- PH1-S8 Linda Jeffrey Sailors
- PH1-S8.1 The current Draft Program EIR builds on past studies for the corridor, including the Phase 1 and Phase 2 I-580 Corridor Studies, completed in 2002 and 2004, respectively. These documents helped to define the current range of alternatives, and the alternatives

developed during a corridor study served as a basis for defining alternatives at the outset of a Program EIR process. However, new or modified alternatives can arise during the development of a Program EIR. New alternatives can be proposed by agency or city staff at project initiation, they can be proposed by members of the public during scoping, or they can develop as a synthesis of concepts in the draft document during workshops and community meetings on the draft document, as occurred with this project with the development of Alternative 2b.

The intermodal aspects of connecting transit services to all stations for all alternatives was evaluated in Section 3.2, Transportation, of the Draft Program EIR, beginning on page 3.2-131. This document assumes that Greenville East serves as the major intermodal transfer station, as discussed on page 3.2-134. This section contains a specific discussion of the various bus and rail operating agencies that could serve the Greenville East Station site, including ACE, LAVTA, MAX, SJRTD, and Tri-Delta services. These agencies serve riders from Alameda, Contra Costa, San Joaquin, and Stanislaus counties. It is BART's intention to have the eastern terminal station for whichever alternative is selected function as the intermodal transfer station with all connecting bus and rail operators from the Central Valley, Contra Costa County, and portions of Alameda County. If an alternative is selected that does not include a Greenville Station site, the terminus station would still be an intermodal station. For instance, similar transit services would serve the Vasco Road Station if it is selected as the terminal station, as discussed on page 3.2-135.

At the time the previous I-580 corridor studies were done, the scale of the biological issues with the Greenville Yard and Greenville East Station sites was not known. These issues were illuminated as the Draft Program EIR was developed, and were reinforced by the comment letters from several resource agencies about the biological constraints on these sites. Please see Master Response 7 and responses to Comment Letter 1 regarding issues that have been identified with the Greenville Yard and Greenville East Station sites.

- PH1-S8.2 Both residential and business properties would be acquired for the extension. Section 3.4, Population and Housing, in the Draft Program EIR presents a discussion of property acquisitions for each alternative. A list of potential property acquisitions for various alternatives is presented in Appendix C of the Draft Program EIR.
- PH1-S8.3 There are a number of alternatives that include a downtown station. Alternatives 1a, 1b, 2a, and 3a all have an at-grade portion of the alignment along the UPRR right-of-way. Alternative 3a also has a small portion of the alignment adjacent to the Downtown Livermore Station on an aerial structure. Alternative 3, which also has a downtown station, would have a subway alignment along Portola and Junction Avenues. Alternative 2b would have a subway alignment along Portola and Junction Avenues to a downtown station then at-grade along the UPRR to a station at Vasco Road.

- PH1-S8.4 The Draft Program EIR, Section 3.10, thoroughly evaluates noise impacts of all alignment alternatives and identifies mitigation measures to minimize noise impacts. The mitigation strategies described under NO-1.1 on page 3.10-53 would substantially reduce impacts related to BART train noise; however, sufficient information is not available at the program level to conclude with certainty that mitigation would reduce this impact to a less-than-significant impact in all circumstances. BART would carefully examine noise impacts and associated mitigation measures in greater detail based on project-specific designs when preparing the project-level EIR, to determine if impacts can be further reduced.
- PH1-S9 David Williams
- PH1-S9.1 A full noise analysis is included in the Draft Program EIR. Noise was considered a potentially significant and unavoidable impact of the extension. A number of mitigation measures have been included in the program to reduce potential noise impacts; however, sufficient information is not available at the program level to conclude with certainty that mitigation would reduce this impact to a less-than-significant impact in all circumstances. Please see Section 3.10, Noise and Vibration, in the Draft Program EIR and Response 127.2.
- PH1-S10 Shirley Stribling
- PH1-S10.1 Contrary to the comment that the project should be constructed to its furthest terminal point before intermediate stations are constructed, projects are often divided into independent segments so that design and construction can be done commensurate with available funding. In the case of the BART to Livermore extension, it is possible that construction to a station at Isabel/I-580 or Isabel/Stanley could take place as the first phase of a longer two-station alternative. This is an issue that would be addressed in the project-level EIR/EIS as part of the development of the construction phasing plan, which is identified on page 3.16-13 as Mitigation Measure CI-TR-1.1 for the project. Also, as shown in the Draft Program EIR in Table 3.2-20, all alternatives alignments would draw commuters from further east.
- PH1-S11 Michelle Burkett
- PH1-S11.1 The Draft Program EIR, Section 3.4, analyzes environmental impacts related to population and housing as required by CEQA, such as displacement of homes and businesses. However, CEQA focuses on impacts to the physical environment from constructing and operating a project. A change in private property values, in itself, is not considered an environmental impact under CEQA. Please see Section 3.10, Noise and Vibration, in the Draft Program EIR for noise impacts.

PH1-S11.2 The technology used for BART requires a total exclusive alignment, which is completely separated from all roadways and pedestrian/bicycle crossings. The alignment is also isolated from all adjacent uses by continuous security fencing. Unlike ACE or Caltrain, pedestrians and autos cannot access the BART right-of-way. As a result, BART has an excellent safety record in this respect.

PH1-S11.3 Analysis of privacy-related impacts to private residences is not required under CEQA. As stated in the Draft Program EIR, CEQA standards of significance for visual quality include visual compatibility, view obstruction, scenic resource disturbance, and excess light and glare (pages 3.5-14 to 3.5-15).

However, the degree to which each alternative conflicts with the surrounding visual setting, including residential areas, is inherent to the analysis of visual compatibility. The potential for such conflict increases with high-profile aerial structures, even more so when such structures intersect existing residential and/or commercial areas. This is reflected in the conclusions of the Draft Program EIR. As summarized in Table 3.5-1 (page 3.5-18), all of the two-station alternatives, with the exception of subway-oriented Alternative 3, were found to have potentially significant and unavoidable impacts related to visual compatibility. Each of these impacts is related to the effects of the various aerial sections of the alignments, as explained in Table 3.5-2 (pages 3.5-19 to 3.5-21).

PH1-S11.4 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.

PH1-S12 Clarence Hoening

PH1-S12.1 Please refer to Response 84.1 regarding cost estimates.

PH1-S12.2 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.

PH1-S12.3 Please see Response 84.3 and Master Response 8 regarding programmed funds for the BART to Livermore extension.

PH1-S12.4 As noted in Master Response 8, a full-funding plan would be necessary at the time that a project-level evaluation was completed. The funding agencies would be responsible for ensuring that their funds were not oversubscribed.

PH1-S13 Stacey Miller

PH1-S13.1 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime. Refer to Section 3.13, Community Services, in the Draft Program EIR regarding impacts to police services.

- PH1-S14 Henry Shay
- PH1-S14.1 The comment concerns the merits of the project alternatives. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S14.2 Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station to the character and quality of Downtown Livermore. Please refer to Master Response 3 of this document, regarding impacts to the Chain of Lakes area. CEQA focuses on impacts to the physical environment from constructing and operating a project. A change in private property values, in itself, is not considered an environmental impact under CEQA
- PH1-S14.3 Please refer to responses to the speaker's written comments in Comment Letters 111 and 112. Please refer to Table 3.2-22 on pages 3.2-57 and 3.2-58 of the Draft Program EIR. This table shows the estimated mode of access characteristics for the BART extension alternatives. For those alternatives with a station in Downtown Livermore the percentage of the BART patrons entering the station by walking ranged from 4 to 7 percent, while those using park-and-ride ranged from 49 to 56 percent. It is correct that access by auto would be the predominant mode of travel to a downtown station. However, it is important to note that the access characteristics of the suburban stations sites located away from developed areas such as the Greenville East and the Isabel/I-580 stations is much more auto oriented, with as much as 80 percent of the access occurring by auto. Also, these forecasts are based on current land use policies. Should Livermore opt to allow greater development density downtown, then the number of BART riders walking to the station would increase over that shown in the Draft Program EIR. In addition, as noted in the Draft Program EIR, parking at the downtown station was deliberately limited to 2,500 parking spaces.
- PH1-S14.4 The comment concerns the merits of the project alternatives. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S15 Jack O'Connor
- PH1-S15.1 The comment concerns the merits of the project alternatives. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S15.2 Please refer to Master Response 5 for a discussion of the traffic in Downtown Livermore generated by ridership for the BART station alternatives.
- For roadway segments please refer to discussion on page 3.2-79 of the Draft Program EIR – Segment #8: Stanley Boulevard (downtown) would operate under an

unacceptable LOS in the westbound AM peak under Alternatives 1, 1a, 1b, 2a, 3, and 4, as shown in Table 3.2-26 on page 3.2-80-81 and on Figure 3.2-6 on page 3.2-83. For intersections, please refer to discussion on page 3.2-87 to 3.2-129 and Tables 3.2-27, 3.2-27, 3.2-28, 3.2-29, and 3.2-30 on pages 3.2-88 to 3.2-98 for information about Stanley Boulevard intersections #2, 3, 5, and 19. This table shows the V/C ratio, the delay, and the Level of Service (LOS) for all alternatives. Intersection #19, Stanley Boulevard at Valley Ave, would operate at unacceptable LOS under all alternatives. Please refer to Section 1.4 of this document for a summary of traffic impacts associated with the new hybrid alternative, Alternative 2b.

- PH1-S15.3 Sound walls can have the unintended effect of reflecting noise to receptors opposite of the wall, thereby potentially increasing noise levels to these receptors. However, the actual increase in noise levels from this reflection is minimized by properly locating and designing the walls. For example, sound walls are made of absorptive material to minimize the reflection of noise. In fact, measurements of this effect have demonstrated that the increase is less than 3 dBA, which is generally not perceptible by the general public.¹
- PH1-S16 Martin Isenburg
- PH1-S16.1 The comment concerns the merits of a downtown station. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S16.2 Please refer to the Draft Program EIR, pages 3.2-138 to 3.2-139 for discussion of parking for Downtown and non-Downtown Livermore Station alternatives. For parking demand, supply, and the parking shortfall or surplus for each alternative, please refer to Tables 3.2-32 and 3.2-33 on pages 3.2-140 to 3.2-141. Mitigation Measures TR-3.1 and 6.2 in the Draft Program EIR starting on page 3.2-143 show that with parking management and additional parking at the non-downtown stations parking impacts would be reduced to less than significant.
- PH1-S17 Valerie Raymond
- PH1-S17.1 Please refer to responses to Comment Letter 106, also from the speaker, regarding transit-oriented development (TOD).
- PH1-S17.2 Please refer to responses to Comment Letter 106, also from the speaker, regarding parking in the downtown area. Please also refer to Master Response 5 for the discussion of parking supply distribution and ridership impacts and effects due to BART station location alternatives that include a Downtown Livermore Station.

¹ FHWA website accessed March 31, 2010. <http://www.fhwa.dot.gov/environment/keepdown.htm>

- PH1-S18 Bob Baltzer
- PH1-S18.1 Please refer to Sections 3.2 and 3.11 in the Draft Program EIR regarding ridership and air quality benefits associated with each alternative. Also, please refer to Section 5-4 in the Draft Program EIR, regarding TOD potential and Urban Growth Boundary (UGB) constraints for the alignment alternatives.
- PH1-S19 Paul Daniel
- PH1-S19.1 The comment concerns the merits of the project alternatives. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S19.2 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.
- PH1-S20 Angelina Summers
- PH1-S20.1 The noticeable high pitch sound of the train wheels apparently “grinding” the tracks is generally the result of ripples or unevenness that form in the tracks over time. These irregularities in the tracks are more likely to form on both underground and aboveground portions of track that are more heavily used at high speeds, e.g., Transbay Tube. The number of irregularities is not necessarily greater underground, but can be more noticeable underground because the noise is essentially trapped in the tunnel. These ripples can be straightened and smoothed out by grinding the tracks during BART’s regular program of track maintenance.
- PH1-S21 Mathew Steinberg
- PH1-S21.1 The commentor favors a Greenville route with a station at Isabel/I-580. As noted on page 2-27 of the Draft Program EIR, an estimated 4,475 parking spaces would be provided at the Isabel/I-580 Station, serving the uses mentioned by the commentor, and a slight parking surplus is projected at the station under all alternatives. See Table 3.2-33 on page 3.2-141 of the Draft Program EIR.
- PH1-S21.2 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime.
- PH1-S21.3 The commentor is correct that the Greenville site has more acreage than the other two maintenance yard sites. However, as noted in a number of letters from public agencies and organizations, the Greenville Yard site is biologically sensitive. See Master Response 7 regarding the Greenville Yard site.

- PH1-S22 Clark Streeter
- PH1-S22.1 The comment concerns the merits of bus connection to a downtown station. Bus connections are discussed in the Draft Program EIR in Section 3.2. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S23 Ed Mathias
- PH1-S23.1 Please refer to Section 1.1 of this document regarding the CEQA process. As noted in the comment, the BART Board of Directors will need to certify the EIR as an adequate legal document and then consider the merits of the alignment alternatives during the final hearing to select a preferred alternative. At a later date, a project-level EIR will be prepared to carry the planning process forward with the preferred alternative.
- PH1-S24 Kathy Streeter
- PH1-S24.1 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime. The remainder of this comment concerns the merits of the project alternatives and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH1-S25 Robert Martin
- PH1-S25.1 The comment regards the frequency of ACE trains if an intermodal station is built. The frequency of ACE trains is independent of a BART extension to Livermore. Future plans for ACE are discussed on page 3.2-40 and 41 of the Draft Program EIR. General ridership impacts, including ACE, are discussed beginning on page 3.2-131 of the Draft Program EIR.
- PH1-S25.2 As stated in the Draft Program EIR, the Alameda County Airport Land Use Commission recognizes that certain land uses can reduce the functionality, safety, and economic viability of Livermore Municipal Airport (page 3.3-40, paragraph 3). In accordance with this, Livermore General Plan Policy LU-4.4.P2 prohibits the location of new residential land use designations and the intensification of existing land use designations within the Airport Protection Area (APA) (page 3.3-23). As such, the Isabel/I-580 Station itself would not conflict with APA restrictions, provided that the portion of the station footprint that lies within an airport safety zone (as defined in the Airport Land Use Plan) is used only for parking and circulation (page 3.3-40, paragraph 3). The Isabel/I-580 Station site is within the Height Referral Area (as described on page 3.12-19). Therefore, the station, parking garages, and any other BART facilities would be subject to this regulation. The allowable height for structures

within this zone is based on the distance away from the runway, and as shown in Table 3.12-4 the Isabel/I-580 Station would exceed the allowable height in this area and would require a determination of plan consistency. As also detailed in Section 5.4, Regional Transit-Oriented Development Policies, of the Draft Program EIR, the location of the Isabel/I-580 Station within the APA significantly impairs development around the station.

PH1-S26 Robert Allen

PH1-S26.1 The commentor supports Alternative 4. See Response 42.4 regarding a station in the median of I-580 east of Greenville.

PH1-S26.2 Please refer to the Draft Program EIR, page 3.2-131 to page 3.2-132 for a discussion of the anticipated impact of the BART extension on ACE ridership. The extension of BART service eastward to Livermore is anticipated to significantly increase ACE ridership for all extension alternatives, other than Alternative 4, which has no direct connection to ACE. BART ridership and transfer projections, shown in Table 3.2-22 on pages 3.2-57 and 3.2-58, indicate that most extension alternatives would result in a substantial number of transfers from ACE to BART. As an urban/suburban service, rather than an inter-regional service, BART will likely always offer more frequent service than ACE, however this does not preclude effective transfer arrangements between the carriers. BART and the Capitol Corridor have effective transfer stations at several locations, including Richmond and Coliseum, despite differing headways.

BART is not considering an extension out of the district to Tracy, though this idea has been examined in previous studies in this corridor. Such an extension is not consistent with the Regional Rail Plan that envisions ACE as the rail operator over Altamont Pass between Livermore and Tracy. Please see page 2-64 in the Draft Program EIR for a discussion of the potential extension of BART to San Joaquin County.

As noted by the commentor, since the Draft Program EIR was issued, ACE has reduced the number of trains each direction from four per day to three per day. The train that was discontinued was a midday train, not a peak hour train, and was discontinued due to low ridership.

PH1-S27 David Williams

PH1-S27.1 The various alternatives use a combination of at-grade, aerial alignments, or subway alignments. Where aerial alignments are proposed, it is where an aerial structure provides a benefit compared to an at-grade or subway alignment. Modern aerial structures are not necessarily comparable to older elevated systems.

PH1-S28 Mara Dobbins

PH1-S28.1 Please refer to Sections 3.5 and 3.10 in the Draft Program EIR regarding visual quality and noise impacts from an aerial configuration, respectively. Bus service by local providers, such as LAVTA, would likely realign existing routes to serve a new station. BART would welcome the use of any additional transit service, such as shuttle busses by local employers that would enhance local transit service.

PH1-S29 Martin Isenburg

PH1-S29.1 The commentor supports a BART extension. No response is necessary.

PH1-S29.2 Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station to the character and quality of Downtown Livermore.

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BART TO LIVERMORE EXTENSION PROGRAM
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)
PUBLIC HEARING

Robert Livermore Community Center
Livermore, CA
Wednesday, December 2, 2009
6:00 p.m.

REPORTER'S TRANSCRIPT OF PROCEEDINGS
BY: JUDITH LARRABEE, SHORTHAND REPORTER

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APPEARANCES

Scott Haggerty, Alameda County Board of Supervisors
John McPartland, BART Board of Directors, District 5
Malcolm Quint, BART Project Manager, BART to Livermore
David Early, Design, Community & Environment

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MEMBERS OF THE PUBLIC

Speaking in Order of Appearance

Jean King
Jim Schmidt
Len Alexander
Christopher Hiller
Nancy Bankhead
John Stein
Denise Lenz
Paul weiss
Anthony Godrich
Clay widmayer
Dave Williams
Ed Hallie
Tracy Cunningham
Bob Beltzer
Kirsten Whitlock
Robert Allen
Tom O'Neill
Esther waltz
Valerie Raymond
Carol Mahoney
Sarah Palmer
Mark Isenburg
Gary Oehrle
Dennis Manzo
Chris George
Francisca Diemond
John Shirley

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- 23 Mike Ansell
- 24 Tamara Reus
- 25 Susie Edgar-Lee
- 26 Famsee Lakamsani
- 27 Jeff Kaskey
- 28 Rushell Saedecor
- 29 Rebecca Harris

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MEMBERS OF THE PUBLIC

Speaking in Order of Appearance
(continued)

- 1 Henry Shay
- 2 Jim Hamilton
- 3 Bill Zagotta
- 4 Darryl wood
- 5 Steve Plummer
- 6 Stanley Bishop
- 7 Joseph Rard
- 8 Harry Briley
- 9 Marcha Futch
- 10 Jim Waldron
- 11 Clyde Hoenig
- 12 Ron Acciaoli

- 13 SPEAKING TWICE
- 14 John Shirley
- 15 Robert Allen
- 16 Dave Williams
- 17 Esther waltz

- 18 FINAL SPEAKER
- 19 Virgil Stanger

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0004

PROCEEDINGS

1 MR. MCPARTLAND: I want to thank everyone for
 2 coming this evening. This is obviously a popular gathering
 3 because I had to park in the back -- what do they call
 4 that -- the back of the lot in order to be able to come in.
 5 This is our second hearing. And those of you that
 6 didn't hear my introduction the last time, let me say again
 7 that I'm been your BART director for just about a year now,
 8 and it's very clear that we are going to end up getting
 9 BART to Livermore.
 10 The questions that we're trying to identify here as far
 11 as alignment is concerned is to identify exactly where and
 12 in which direction we are going to end up coming in. We
 13 also have a guest speaker who is going to follow me, County
 14 Board of Supervisors Scott Haggerty, who will have a few
 15 words for you, and then we'll end up taking off immediately
 16 from there.
 17 To go ahead and continue the introduction, we have done
 18 and completed the Draft Environmental Impact Report that
 19 has multiple alignments. That's what we're here to discuss
 20 this evening. BART doesn't have any preconceived notion.

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22 This is going to be an opportunity for you to voice your
23 opinion and your preferences and to air your differences,
24 and it's also for us, for BART. It is primarily giving us
25 an opportunity to give you a good listening to because it's

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1 specifically what we're here for. All right? If there are
2 no questions for me right now, before we end up turning it
3 over to the BART staff, David Early and Malcolm Quint, I'd
4 like to end up asking Scott Haggerty to come forward for a
5 couple of opening remarks. Ladies and gentlemen,
6 Supervisor Scott Haggerty.

7 SUPERVISOR HAGGERTY: Thank you, John. First of
8 all, thank you to all of you for coming. This really is a
9 momentous occasion. We're talking about BART. We're
10 talking about communities. Before I get too far, I
11 certainly want to thank our BART director, John. He's just
12 been a breath of fresh air compared to where we have come
13 in the past with other BART directors. And I can say that.
14 That's an endorsement. He's working very hard to make sure
15 that this campaign promise of bringing BART to Livermore
16 happens with the understanding that you've been paying on
17 it for a very long time. So thank you for hosting this
18 tonight.

19 I also want to thank BART staff. BART has just been
20 great. The many, many years I've been in office now, 13
21 years, it seems like it's been 13 months. Time goes by
22 very fast. I really want to acknowledge Malcolm Quint.
23 Raise your hand up, Malcom. Malcolm has been taking a lot
24 of heat from the city that's kind of next to Livermore.
25 It's getting really bad. But Malcom is in there. He

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1 believes in the project, and he's working very hard. I
2 wants to thank you for that Malcom.

3 John talked a little bit about it. There's a little
4 something that I want to say to you. You may have looked
5 around, walked around, and you may said, "Oh my God, that's
6 right by my house. I don't want that alignment. I'm here.
7 I'm going to make sure."

8 We are still at the constructive criticism part of
9 this. You can see alignments up there, and quite frankly,
10 some of these alignments, because of environmental law, we
11 may have to study, just because by the time we get to
12 building the project and somebody says, "well, you didn't
13 study that alignment; therefore, your Environmental Impact
14 Report is flawed and now you got to go back to the drawing
15 board." But if you see something you don't like, it's okay
16 to say, "You know, I really don't like this project. It
17 goes right through my front yard. It goes through my back
18 yard. It goes right by my school. I don't want it to go
19 through certain areas." And that's great.

20 But I just want you to know that as you look at these
21 alignments, nothing is set in stone. I'm going to tell you
22 that we have worked very hard to assemble money for this
23 project. And although there's not a lot of money for it,
24 most of the alignments you see cost in the neighborhood of
25 \$3 billion dollars. So let's not all get too excited yet

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1 because it's going to be John's job and my job, along with
2 our federal delegation and maybe hopefully our state
3 delegation in conjunction with a high-speed rail bond to go
4 find 3 billion bucks. It's not so easy, especially in
5 these economic times.

6 I look forward to hearing your comments. I look

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7 forward to really getting to the point where we can get and
8 say, "Let's go find the money. We now have a project."
9 And that's something in the last 12 or 13 years we have not
10 had, is the ability to say, "we now agree on this. We now
11 need to move forward to find the money"

12 So, again, thank you all for coming here. John, thank
13 you for doing this. There you go. Thank you all very
14 much.

15 MR. EARLY: welcome. Thank you all for being here.
16 My name is David Early. I am a consultant helping out with
17 the BART to Livermore Extension Project, working for BART.
18 I am very glad to see so many of you here. As Scott and
19 John have already explained to you, we're really here this
20 evening to talk about the Draft Environmental Impact Report
21 that's been published, to describe and evaluate the nine
22 possible alignment alternatives for a BART to Livermore
23 extension.

24 We're going to be having a short presentation this
25 evening that Malcolm Quint will do, and I'll introduce

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1 Malcolm in just a minute. And then we're going to
2 immediately open it up to take your comments about the
3 EIR.

4 Now, technically what we're doing this evening is we're
5 going to hear your comments on the EIR. Theoretically you
6 all have had a chance to look at that EIR. There are
7 copies in the back, if you haven't had a chance to look at
8 it again. And by law, what we're here to learn about this
9 evening is whether you have any concerns or issues about
10 the content of that EIR, whether you think that the EIR
11 adequately covers the alternatives and describes their
12 impacts.

13 We, of course, are very happy to hear your opinions
14 about the alignments themselves, but technically, this is
15 the hearing on the Draft Environmental Impact Report, and
16 we want to make sure that we cover that legal requirement
17 as well.

18 We are in the middle of what's now a 75-day,
19 two-and-a-half month comment period on the EIR. The EIR
20 was published on November 5th. The comment period will run
21 until January 21st. So if you have not had a chance to
22 look at the EIR, you can get a copy of it actually by
23 signing up at the back table -- not the sign-in sheet that
24 you signed in at -- but there's a second sheet that says CD
25 Request Form, and if you sign up for that, we will mail you

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1 a CD copy of the EIR that you can then read on screen or
2 print all thousand pages yourself on your printer. If you
3 would like to buy one, you can do so as well, but they are
4 actually over a hundred dollars because of all the printing
5 involved, and that's why we're making it available
6 electronically. We're also saving trees that way. They
7 are available at the public libraries as well, the main
8 library right at City Hall, as well the Pleasanton and
9 Dublin libraries.

10 So there are many ways to get them. You can comment on
11 the EIR until January 21st, and then as Supervisor Haggerty
12 and Director McPartland alluded to, we are just at the
13 beginning of a process. We are then going to respond to
14 all the comments made. There will then be a memorandum
15 published by BART staff looking at a preferred alignment.
16 There will then be additional city meetings and ultimately
17 a BART board decision about it. And that's just the end of

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18 the first planning process. Then there will be a whole
19 second planning process to look at the details of the plan.
20 So there's many, many steps to go before anything is
21 decided.

22 So that gives you a little bit of overview of where
23 we're headed. Malcom will go through some of those same
24 points again in his slide show. And so because of that, I
25 want to turn it over to Malcolm Quint, who is the project

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1 manager of this extension. He is a BART staff member and
2 he will be making a presentation about the extension and
3 the alignment alternatives. Malcolm.

4 MR. QUINT: Thank you David, and thank you all
5 again for coming out tonight. I also want to say before I
6 start that we understand that there's another conflicting
7 meeting that some people here may have to go to. And so
8 after I finish my presentation, we'll hold a formal public
9 hearing.

10 We have a court reporter that will take your comments
11 verbatim. But I want to give the opportunity to those
12 people who have another meeting they have to go to. So
13 please let them speak first so they can speak and enter
14 their comments into the record and go to another meeting if
15 they have to.

16 So with that, let me start. And my first slide is what
17 we're up to. November 5th is when we published the Draft
18 Program EIR. I need to emphasize it's been said this is a
19 Program EIR which is essentially a higher-level document.
20 It does not allow us to go straight to construction.

21 The objective of what we're trying to do now is to pick
22 a preferred alignment and then go on and preserve a
23 right-of-way. So that's our main objective to start with,
24 is to seek agreement as to what the alignment should be,
25 and that's what we're doing now.

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1 In terms of the program objectives, these are all
2 things that I'm sure you could guess at without me even
3 saying. We want to increase transit ridership. We want to
4 reduce congestion on the freeway and multiple roads. We
5 also want to promote economic development locally.

6 In addition, we also know that we have to comply with
7 various policies. BART has a system expansion policy. The
8 Metropolitan Transportation Commission, which provides
9 funding for the region and transportation, also has
10 policies that have to be adhered to, as well as there is
11 new policies with the state, with Senate Bill 375, in terms
12 of greenhouse gas emissions. So we're all aware of that.
13 But primarily we're looking to see what benefits we can
14 give to the community in terms of increased ridership,
15 economic development, and also freeway congestion relief.

16 I'm going to go into the various alternatives. I'm
17 sorry, I know that green is a little hard to read. Our
18 alignments are organized by the terminus station. We move
19 from east to west. So we start with Greenville East; it
20 has three alternatives. And then a terminus station at
21 Vasco where the Vasco A station currently is, that has two
22 alternatives. Downtown Livermore has two alternatives.
23 And then there are two one-station alternatives, one to
24 Isabel off 580 and one to Isabel/Stanley. And I'm going to
25 go through each of these in detail, but I just wanted to

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1 get a sense of overview of how they go.
2 On the ones that have two stations, the numbered ones

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3 without the letter are the alignments that go along I-580,
4 and the ones with the letters are aligned -- that leave the
5 freeway around El Charro. So let me go through each one of
6 those individually.

7 So Alternative 1, Greenville East, is the freeway
8 median alignment. It has an intermediate station at Isabel
9 I-580 there, and it continues out to a site at Greenville
10 just south of the freeway. We call this site Greenville
11 East. The red patchy area here is a yard and shop site for
12 BART. Then we have trail tracks that go beyond the station
13 site. So the station site for Greenville East is right
14 around there. At the very eastern end is where we go
15 aerially out of the freeway alignment, and then under the
16 freeway to our station.

17 Another way to get to Greenville East is through
18 downtown. In this alignment, we leave the freeway around
19 El Charro in an aerial alignment, go through the Chain of
20 Lakes, through the quarry area, and then on to the UP
21 alignment here, with a first station in downtown
22 Livermore, we follow the UP alignment, the one that ACE
23 currently runs on, to the Greenville East station and again
24 to the yard site just beyond it.

25 Alternative 1b is very simple. It's the same

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1 alignment, except here just to the east of downtown, it
2 goes on the SP alignment to get to the Greenville East
3 station. So it's a slight variation on one end.

4 So Alternative 2 they both have the terminus station at
5 Vasco where the A Station is. Alternative 2 is along the
6 freeway with a station at Isabel and 580, leaving the
7 freeway in an aerial alignment around Las Positas,
8 traveling down Las Positas to the UP right-of-way to go to
9 the Vasco station. And the station is actually here, and
10 just beyond the station is where the proposed yard and shop
11 site is. Again, the trail tracks beyond the station.

12 The next alternative to Vasco leaves the freeway at El
13 Charro -- again, all these roads are similar in an aerial
14 alignment through the Chain of Lakes to the quarries on to
15 UP with a station in downtown and then continuing on the UP
16 alignment to the Vasco station with a yard in the same
17 spot.

18 Alternative 3 are two variations with the terminus
19 station in downtown. The first one goes along I-580 with a
20 station at Isabel/I-580. Then there we go underground. In
21 this case, we go underground under Portola and then under
22 junction, so the station itself will be underground and
23 downtown near the downtown A Station with a yard just east
24 of that station with trail tracks in the UP corridor.

25 Alternative 3a goes aerial out of the freeway at El

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1 Charro, and in this station there's an intermediate station
2 at Isabel/Stansley along the UP corridor and then continuing
3 on the UP corridor to downtown.

4 Now, Alternative 3 is different than the other
5 alternatives along this corridor. We looked at the
6 variation where it would be aerial going into downtown.
7 And the station in downtown would actually be up in the air
8 with space below it, and the yard coming back to that grade
9 with the yard just beyond to the east of the same location.

10 Now, the two one-station extensions. Alternative 4 is
11 a one-station extension on the freeway median stopping at
12 Isabel/I-580. The concept of this was really to look at
13 the phasing possibilities. We can't build one of these

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14 alternatives all at once, but we could potentially phase
15 it. We wanted to look at what the impacts of that are
16 because it would be different if we stopped for a period of
17 time at this station. But it is its own alternative. So
18 this alternative we just stop at Isabel/I-580.
19 And the last of the alignments is also a one-station
20 extension where it stops at Isabel/Stanley. It's the same
21 aerial alignment through the Chain of Lakes onto UP but
22 stopping at Isabel/Stanley and not going any further.
23 This, too, could be phased. It could be phased in
24 continuing on as Alternative 3a where it goes to downtown
25 or potentially down to Vasco.

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1 So let me just review some of what these alternatives
2 do. This is just all the alignments composite. This is a
3 chart of the program objectives comparison. These are
4 different various objectives. I'm not going to go through
5 this slide in detail, just some highlights. They all
6 increase BART ridership. They all fully satisfy those.
7 The hashed ones are ones that were only partially
8 satisfied; for instance, on economic benefits. And if it's
9 an empty -- like this, the MTC TOD Policy -- at this stage,
10 they're not satisfied in this case. And then in the case
11 of cost-effectiveness, we haven't yet calculated it. So
12 that's still to be determined is what that means.

13 So conditionally, they all satisfied our objectives.
14 The economic benefits -- in this case, the combination of
15 downtown and Vasco provide the maximum TOD potentials. At
16 the other sites, there is some potential, but they are not
17 totally satisfied. We also recognize that the quarry site
18 have very limited potential there. That one, we have it as
19 not satisfying.

20 In summary, they satisfy our expansion policy. They
21 all protect the environment, and they all do a good job of
22 reducing greenhouse gases. And there is a table up here
23 that we have that quantifies many of these benefits and
24 puts numbers to them. And actually, this is that table.

25 And again, I don't want to go into detail. This is not

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1 really a very good Power Point slide. I know you can't
2 read this very well. Essentially, though, one of the
3 things I want to say about ridership is the two-station
4 alternatives all have increased BART ridership between
5 about 30,000 and 32,000. They are very similar. There are
6 some differences. The one-station extension increased BART
7 ridership around 20,000.

8 Those are very healthy ridership numbers. We're not
9 talking about the entries and exits of stations would be
10 greater at this. This is actually new people coming to
11 BART that didn't ride BART previously. I should also say
12 that the year that this is analyzed for is the year 2035.
13 That's one of the requirements is to get as well into the
14 future to anticipate what the benefits in the future would
15 be. So I just want to also make clear.

16 There is, however, major variations in the amount of
17 vehicle miles traveled reduced, but they are all what we
18 would consider high numbers. So it does do a good job of
19 reducing the vehicle miles traveled, which is also an
20 important indicator of some of the other environmental
21 benefits that feed into air quality, some of the energy
22 savings and other things. So again, this information is
23 available. We have it here tonight. But just to let you
24 know it is available.

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25 And then we know that one of the key things that people

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1 are interested in is the amount of freeway congestion it
2 would be for the project. I have to say always that BART
3 is not a magic bullet. It will not magically relieve all
4 the congestion during peak hours on I-580. But it will
5 help. What we're finding generally -- again, I'm not going
6 to go through each alternative -- essentially the red
7 segments of the freeway are areas where it significantly
8 gets worse. The yellow is where it improves but not
9 significantly, and the green segments are segments we
10 improved significantly compared to no building.

11 Basically what the story of this is the further the
12 station is to the east, the more congestion relief there is
13 on the freeway. But the red elements, what we do see is
14 that we are an attractor. BART running more access to
15 various locations attracts more trips over the Altamont.
16 And that's why there is red segments over here on the east
17 around Greenville Road because we actually are attracting
18 more trips to get to BART than versus no build, because
19 people are making the trips because they now use BART to go
20 to destinations further to the west that previously they
21 just couldn't. They didn't make the trip.

22 This segment here is already failing. So it's already
23 a failing segment that we made worse. We have to
24 acknowledge that. If we make a segment significantly
25 worse, we acknowledge that. If we make a segment

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1 significantly better, we also point that out.

2 And now the next slide has got a little teeth. It's
3 what Scott mentioned. And this is the bottom line of how
4 much these different projects cost. The two-station
5 projects vary between about 3 billion and 3.8 billion. The
6 highest one is downtown Vasco, the 2a. The one-station
7 extensions are about -- well, they vary between 1.1 billion
8 and 1.6 billion. 1.1 is for just extending out to
9 Isabel/I-580. It's the shortest alignment, 5.2. And then
10 going down to Isabel/Stanley is 1.6.

11 So this includes -- we have to say it includes the cost
12 of shops and yards and vehicles. These are fully loaded.
13 Cost is everything. So there's quite a bit of cost there.
14 And we know that. As Scott said, we have a challenge
15 before us.

16 The one-station extensions do not include a shop and
17 yard. BART is challenged by not having a shop or yard in
18 this area. Right now, our trains are coming out of --
19 actually the Daly City yard. So that is fairly
20 constrained. And so in the future that's one of the issues
21 is to run our operations. We need facilities to store
22 trains and also to service them.

23 So that's a lot of money. So the next slide is
24 potential sources. We're working to put actual numbers on
25 this. We started in our process, but not yet to a point

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1 where we have any confidence -- ready to show that to you
2 yet.

3 But here are different various sources. The current
4 Measure B is what is funding this study, and there is some
5 money dedicated to the I-580 corridor there. Also Measure
6 B3. That's talking about potentially a future Measure B, a
7 third round of Measure B.

8 The next few, AB 1171, Regional Measure 1, and Future
9 Bridge Tolls, those are all related to the bridge toll

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10 funding. And we do have some money from some of these
11 courses. When we say "program," that means who's funding
12 this program dedicated to I-580. But most of it is
13 dedicated for right-of-way preservation. And that's the
14 stage we are in right now.

15 I-580 Hot Lane. That is another potential source of
16 future revenue. City of Livermore Traffic Impact Fees.
17 San Joaquin County Measure K2 has some money allocated
18 already in a normal station with ACE and BART. State
19 funds. High speed rail bond money. And then going after
20 federal money and federal "high priority projects" as well
21 as public-private partnerships. So this is the very early
22 stages of developing a funding plan. It certainly is key
23 to go into construction, is having our funding in place.

24 Then now in terms of next steps. Again, this is a
25 program document. The objective is to figure out what is

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1 the preferred alignment and then preserve the right-of-way.
2 But then we have to go to a project-specific document
3 that's going to be even more detailed and be even fatter
4 than the document we have out now, and will go into more
5 detail on all the impact areas and focus more on design.
6 So right now we have a very limited amount of engineering
7 design involved in this. We have to do a higher level --
8 design to a higher percent.

9 We would also compare different modes. We're looking
10 at BART now, but in a project-specific document, we would
11 consider other technologies in the corridor. And we would
12 continue the funding. But primarily the right-of-way
13 preservation can begin right after the Program EIR is
14 certified. So that's what's going to be going on more
15 immediately in terms of next steps.

16 My final slide is upcoming public meetings. We're here
17 tonight, December 2nd. We've added a third public hearing
18 on January 6 at the Pleasanton City Council. And I also
19 want to recognize the City of Livermore is having its own
20 workshops; one next Thursday, December 10th. They already
21 had on November 12th. Those are 6:30 to 9:30 in the Shrine
22 Events Center. And then we've also extended the public
23 comment period from our last meeting. We've extended it 30
24 days to January 21st. So you have longer to submit written
25 comments, and also we have another public hearing in

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1 Pleasanton.

2 And at the bottom of this is how you can submit. There
3 are various ways you can speak tonight. It will be
4 transcribed by our court reporter and will be submitted to
5 us in writing. You can provide a written comment tonight
6 if you want to. There's a box in the back. Or you can
7 write me. Either write me by regular postal mail, and the
8 address is up here and on various literature we've handed
9 out. Or you can e-mail me at the barttolivermore.org.
10 They accept comments by e-mail.

11 So with that, let me turn it back over to David. We're
12 going to formally start the public hearing part.

13 MR. EARLY: Malcom, thank you very much for that
14 presentation. We are going to open the public hearing
15 right away. I have just a few housekeeping items to make
16 sure everybody understands what we're doing. First, I do
17 want to make sure that everyone has signed in as they came
18 in. It's very important to do that so we know how many
19 people have been here and also so that we can put you on
20 our e-mail mailing list to alert you about future steps in

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21 this process.
22 Second, I want to say again that what we're really
23 focusing on here tonight are comments on the EIR. We're
24 actually not in the position to answer questions tonight.
25 If you have a very simple question, we will try and answer
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1 it, but most questions are going to go into the record and
2 will then receive a response in the final EIR itself.
3 By law, we have to respond to every comment that we
4 receive here tonight, and we will do that in the final EIR
5 that will be published after the January 21st close of the
6 comment period. So if you haven't had a chance to look at
7 the EIR itself, I really encourage you to do that.
8 As I mentioned, there are copies in the back of this
9 room. There are copies at the local libraries. You can
10 sign up at the back of the room to get a copy of it on CD.
11 It will be mailed to you. Those are all ways to get a copy
12 of the document. And if you don't feel ready to give your
13 comments tonight, you can submit them in writing any time
14 through January 21st. The simplest way to remember to do
15 that is to look at the Bart to Livermore web site, which is
16 barttolivermore.org.
17 Also if you prefer to make your comments orally and
18 don't want to do it this evening, there is one more
19 hearing, as we mentioned, on January 6th in Pleasanton.
20 All three hearings are the same. So if you come to one and
21 made that comment at one hearing, you don't need to come
22 again. You'll have done it already.
23 Any of you who were at our last hearing, you're
24 certainly welcome to speak again this evening, but there is
25 no reason that you need to speak again. In fact, if a
0023
1 comment is made this evening and you agree with it, you're
2 certainly welcome to come to the podium also, but saying it
3 again won't get it responded to any more in the EIR. So,
4 you don't have to repeat a comment that's already been
5 made. Every comment, once it's made once, will receive a
6 response.
7 We do have a court reporter this evening. Because of
8 that, I ask you as you come to the podium to state your
9 name very clearly. She is going to type your name into the
10 record, and if you have a name that's difficult to spell,
11 please do spell it for her as well. We would very much
12 like to have an accurate record of who you were when you
13 made your comment.
14 So the way we're going to do this is just to ask you to
15 come here to the microphone. We're going to turn this a
16 little so you can be speaking both to the assembled panel
17 here as well as to the audience. If you can just come up
18 to the microphone, we'll just take people in line. Please
19 don't hesitate to line up so that we can move through
20 pretty quickly.
21 We would like you to limit your comments to about three
22 minutes. I'm going to be timing them, and if you get to
23 two-and-a-half or so minutes, we will give you a warning
24 and then ask you to wrap up.
25 We do, as Malcom said, we know there are some people
0024
1 here that have a second meeting in this building to go to.
2 I believe it's called the Cultural Arts Council. So if
3 you're needing to go to that meeting, we would welcome you
4 to come up first.
5 So let me ask now, are there folks on their way to that

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6 other meeting who would like to come up right away and make
7 a comment? Please come on up.

8 We do have a panel of folks sitting up here who will
9 listen to you. We have Director McPartland, who you've
10 already met. We have Bill Hurrell from WSA who is the lead
11 consultant on the extension, and we have Dick Wenzel, who
12 was the chief engineer on figuring out the preliminary
13 engineering for the alignments. So again, we can't answer
14 specific questions, but if you have very general questions
15 they will be available to answer them. And they are just
16 available to listen to your comments.

17 So please, go ahead and state your name and make your
18 comments.

19 MS. KING: Jean King. I'm very short. What I
20 think is very important are two things, that it go to a
21 downtown station and a Vasco station. And I think the best
22 route for doing that is coming down Portola underground to
23 go to the downtown and then go to Vasco. And I don't
24 believe we have an option like that. So that I'm hoping
25 that you will really do that option. Because when I look

S1.1

0025
1 at where you go downtown and Vasco, which would come to the
2 quarry, that shows a really high ridership thing. But it
3 would be much shorter to come to Portola and it would be
4 underground. So I'm hoping that you will study that with
5 the EIR for that time.

6 MR. EARLY: Thank you, Ms. King. If there is
7 anybody else coming to the meeting please get in line.

8 MS. SCHMIDT: Hello. My name is Jim Schmidt. I
9 belong to the City Arts Commission, and also the LCAC which
10 is meeting tonight. I'm also affiliated with Livermore
11 Valley Opera. Now, we haven't taken formal votes on this,
12 so I'm speaking as a citizen, not as a representative of
13 those group. But I second Jean King's comments, that I
14 believe the proper station would be downtown Livermore
15 followed by Vasco.

16 But I want to speak to the reasons to some degree. The
17 Arts Commission is working to bring arts in various ways to
18 Livermore. We want to benefit the Livermore citizens, but
19 also open to the outside. And I think having BART downtown
20 really opens up the city and says, "we want to be a part of
21 the Bay Area. We want to be a part of the BART system."

S2.1

22 And I can give you one example in opera. We often have
23 singers who come from San Francisco. And the point was
24 made that they have to take an expensive taxi ride from
25 Pleasanton or one of us has to go there and try to meet

0026
1 them on the train and then take them back that night. So
2 BART in the center of our city, we're developing culture
3 and performing arts would be a great benefit.

4 MR. EARLY: Thank you, Mr. Schmidt. Next speaker.
5 You're also going to the commission meeting?

6 MR. ALEXANDER: Yes. My name is Len Alexander. I
7 happen to be the chair of the Arts Commission, but I am
8 also a staff member at LVPAC. Those of you who know me
9 won't be surprised that I'm in favor of the downtown Vasco
10 Road Route 2a which creates great ridership and satisfies
11 all but one of the program objectives, although not for the
12 reason that most people think. LVPAC's two theaters will
13 certainly benefit from a downtown station, although only
14 about 10 percent of our audience will likely use BART.

S3.1

15 I support the downtown station for the positive impact
16 that it will have on the city's proposed redevelopment, and

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17 the service it will provide to the residents, merchants and
 18 businesses that will populate the new downtown. The I-580
 19 stations will, in my opinion, do nothing for the downtown.
 20 In fact, future development around those stations could
 21 very easily destroy the downtown as we know it. It would
 22 be a shame for BART to finally come to Livermore and not
 23 come to the downtown.

24 MR. EARLY: Thank you. Anybody else to that
 25 meeting? Is there anybody else who wants to speak who will
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1 be going to the LCAC meeting tonight? One speaker coming
 2 up. Why don't you go ahead sir, and you could come up
 3 next.

4 MR. HILLER: My name is Christopher Hiller. My
 5 main speaking is related to the Stanley/Isabel stop. I
 6 believe that that is too close to the Granada High School.
 7 The station there would bring a lot of traffic from out of
 8 town. I believe the high school would be affected by
 9 increased crime, traffic, noise, pollution. I think we'd
 10 see drugs and alcohol within the BART system itself which
 11 I've seen already in Dublin and in other areas. We've
 12 already experienced a lot of crime going on inside of the
 13 BART system itself. I just hate to see that problem flow
 14 into residual areas. Thanks.

15 MS. BANKHEAD: Nancy Bankhead, Livermore Cultural
 16 Arts Vice president. It's my understanding that what isn't
 17 studied in the EIR now cannot be done later. If you go to
 18 downtown Livermore, then it doesn't go out to Vasco, and
 19 that's not been studied from downtown to Vasco.

20 MR. QUINT: Just a point of clarification. We're
 21 not limited -- for instance, the alternative that was
 22 suggested first, of going down Portola to downtown and then
 23 on to Vasco, it essentially is a variation of something we
 24 have studied even though it's different. In the
 25 project-specific document, we could alter that and look at
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1 that as a preferred alternative. We're not precluded -- we
 2 haven't studied it at this point, but if people come up
 3 with ideas that are variations, such as that, it doesn't
 4 preclude us from looking at that.

5 MS. BANKHEAD: Okay.

6 MR. EARLY: All right. Thank you for your comment.
 7 Is there anyone else going to the LCAC meeting? Okay.
 8 John Stein is the next speaker then.

9 MR. STEIN: Thank you. My name is John Stein. I
 10 basically support option 1. I think it's a good plan.
 11 I've been for it for a long time. And it has the greatest
 12 probability of bringing BART to Livermore in my lifetime
 13 based upon costs and ridership, and time to get people from
 14 as far east as possible off 580.

15 There is two other issues, though, that I have
 16 questions on. The first is what was the procedure for
 17 determining the TOD potential for the various stations?
 18 Comments were made like there's industrial land or
 19 low-density residential land around the stations, and that
 20 can be converted. But what is the elasticity or
 21 flexibility in doing that? So I wondering what the
 22 procedure was and what the uncertainties are in determining
 23 the TOD potential of the various stations.

24 The second is I attended the City of Livermore dialogue
 25 series. The comments there basically supported the
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1 downtown station, underground, either coming from Stanley

S3.1
cont.

S4.1

S5.1

S6.1

S6.2

S6.3

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2 or along Portola, with two conditions, basically that noise
3 be limited without the use of sound walls, which basically
4 would require that it be an underground station. And
5 second is that parking downtown be limited so there would
6 not be a large parking lot eating up a large area of the
7 downtown.

S6.3
cont.

8 I guess the question is can that be done without having
9 a freeway station with a great deal of parking and easy
10 access? Thank you.

11 MR. EARLY: Thank you, Mr. Stein. Those are
12 perfect examples -- and Mr. Stein knows this, but others
13 may not -- those are perfect examples of questions we
14 cannot answer now, but we will answer in the Final EIR.

15 MS. LENZ: My name is Denise Lenz, L-E-N-Z. I
16 reside at Third and Maple. Although I hear that quite a
17 few people are interested in the station downtown, I have
18 some major concerns about that.

19 First of all, I moved to Livermore for the historical
20 value for downtown. I think if you put an aerial view
21 tracks coming into downtown, that's going to deteriorate
22 and diminish local charm. I also don't believe that if
23 BART comes into downtown it's going to bring that much
24 traffic in to utilize the theaters, that most people use
25 BART for commuting purposes, and if you leave it out along

S7.1

0030 1 the highway, you'll get a lot more transportation benefit.

2 I'm also concerned with the downtown station being four
3 blocks from Livermore High School. I work for San Leandro
4 Police Department. I am very aware of all of the impacts
5 of having a BART station in town. We have two. With the
6 stations out on the freeway, there's easier access for BART
7 police to respond. If there's a downtown station, BART
8 police would have to come all the way to downtown making
9 response slower, and impacting our police resources.

S7.2

10 So those are my concerns. And I also agree with
11 Mr. Stein regarding parking issues. Nobody has addressed
12 where the parking is going to be downtown. We have one
13 small parking lot at this point, and that's going to be
14 used not only for both the theaters but also now for BART.
15 And if that's the case, that's a major concern. Thank you
16 for your time. (Applause)

S7.3

17 MR. EARLY: Thank you. This is an opportune time
18 to point out that this is not a popularity contest. So I
19 would like people to hold their applause or their other
20 kinds of expressions. Try to hold those so we can listen
21 to your comments. Thank you.

22 MR. WEISS: I'm Paul weiss, 396 Adele Street,
23 Livermore. While I would benefit most from a station on
24 Isabel on 580, I would think that would be the worst place
25 to put a station. I would also encourage downtown because

S8.1

0031 1 of the dilution of traffic -- of developed traffic and
2 development -- by encouraging development up north in our
3 area that is part of our northern boundary. I really want
4 to discourage that. And I'd like to see it go downtown.

5 If you have to go overhead, I'd like you to keep in
6 mind that it shouldn't look like Second Avenue and what
7 that does to businesses; that some kind of development plan
8 be made so that much of the downtown does not get shut down
9 for a long period of time while the construction is done.
10 So that should be a part of the design right from the
11 start, that it phases in.

S8.2

12 I would prefer the underground to downtown, and of

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13 course, we have to go out to Vasco so that we can bypass
 14 the commuters that would then otherwise come into downtown.
 15 One last comment. I was here in '63, and I remember
 16 those statements that said, "well, you're not in the first
 17 plan of BART, but you'll get it in the first expansion of
 18 BART." I've been paying for it since.
 19 MR. EARLY: Thank you very much. Next comment.
 20 MR. GODRICH: My name is Anthony Godrich. 5746
 21 Daphne Drive in Livermore. I'm supporting Alternative 1.
 22 I also think 4 would work well if you're looking for a
 23 project to push it through.
 24 What I really have a concern about, though, is this
 25 high-density housing and development around the stations
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 1 that seems to be called for. I don't want to see another
 2 Dublin. Every time I drive down the freeway, I look at
 3 Dublin. It's just an urban sprawl at its worst. I've
 4 watched -- I started in San Jose when I got into my career.
 5 I'm over here now. But I watched San Jose do the same
 6 thing, and I really don't want to see Dublin urban sprawl
 7 spread out through Livermore as well.
 8 I do believe that the station in Greenville will stop a
 9 lot of the commute traffic that goes down through the
 10 corridor that's coming over from Tracy, which I think is a
 11 large portion of the traffic that goes through. I know if
 12 I try to get on the freeway in the morning now, I have to
 13 sit and wait while all the people from Tracy ride on
 14 through, which kind of bothers me. But I don't take that
 15 freeway anyway to work.
 16 So the BART extension for me, it's not going to help me
 17 commute until they do one to San Jose. Then quite possibly
 18 I can move by taking BART to Livermore on through down to
 19 San Jose. Right now I have to get off BART and get on a
 20 bus or something like that. That's quite frankly not going
 21 to work.
 22 So those are my concerns. The main thing I don't want
 23 to see is urban sprawl take over Livermore. I moved to
 24 Livermore because it didn't have that feel. It had more of
 25 a rural community, and I like the way Livermore is
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 1 developing and I don't want to see the high-density, four-
 2 or five-high story structures around BART stations. I
 3 don't think that's what Livermore wants. Thank you.
 4 MR. EARLY: Thank you. Next comment.
 5 MR. WIDMAYER: Clay Widmayer. I'd like to urge the
 6 BART board to support Option 2a, the downtown Vasco
 7 alignment. And I think there's three reasons why 2a is the
 8 best alternative to Livermore.
 9 First, the location of a downtown station would have
 10 the greatest overall benefit to the economy and citizens of
 11 Livermore. The economic benefits of BART will only be
 12 realized if it goes to where our retail, entertainment and
 13 dining is located. The Bankhead Theater, the cinemas and
 14 the adjacent retail stores and restaurants would all
 15 benefit from the increased accessibility from a downtown
 16 station.
 17 Secondly, the downtown Vasco alignment would have the
 18 greatest effect in reducing traffic. According to the EIR,
 19 Chapter 3.15, the downtown Vasco alignment would reduce the
 20 vehicle-miles traveled by 25 percent more than the
 21 Greenville alignment and over twice as much as the I-580/
 22 Isabel alignment. Those are the two alignments that go
 23 along the Interstate.

S8.2
 cont.
 S8.3
 S9.1
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24 And finally, the downtown Vasco alignment would result
25 in greatest energy savings of any of the nine alignments;

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1 46 percent more than the Greenville option, and again, over
2 twice as much as the Isabel/580 alignment. And again,
3 those are from Chapter 3.15 in the EIR itself.

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cont.

4 So in conclusion, I'd like to encourage you to make the
5 alignment decision based on which option provides the
6 greatest benefit in the environment, the economy, in the
7 reduction of traffic problems.

8 I'd like to say one more thing. I do support the
9 statement by a previous speaker, and I urge you to consider
10 in the EIR a hybrid alignment, which is a combination of
11 the Portola alignment and the downtown Vasco alignment,
12 essentially bringing the lines in on Portola, but extending
13 the station to the Vasco location. Instead of Isabel/580
14 you'd still only have two stations. The train tracks would
15 travel underground for most of the trip intown, and that
16 would address the concerns of people who worry about noise
17 but it would still allow the trains to go into downtown
18 Livermore.

S10.2

19 So please consider a hybrid alignment of 2a and Option
20 3 in the future EIR. Thank you.

21 MR. EARLY: Thank you. Next comment.
22 MR. WILLIAMS: Good evening. My name is Dave
23 Williams. I live in the city of Livermore.

24 I'd like to start with a question. People in the city
25 of Livermore for the past 46 years have been paying extra

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1 taxes. It's estimated that we've paid \$260 million
2 dollars, and that's in taxes. At this point, how much
3 money or how much funding does BART have for this project?

4 MR. EARLY: Those are questions that we can answer
5 in the final EIR, but we're not here to answer questions.
6 MR. WILLIAMS: It has nothing to do with the EIR.
7 You certainly should know how much money you've got.

8 MR. MCPARTLAND: Right now, we don't have funding
9 for the project as an agency.

S11.1

10 MR. WILLIAMS: In other words, you have no money
11 now.

12 MR. MCPARTLAND: BART as an agency?

13 MR. WILLIAMS: No, for this project.

14 MR. MCPARTLAND: For this project? We don't have a
15 dedicated source for funding for this project. At this
16 point.

17 MR. WILLIAMS: Oh, okay. So the 260 million has
18 been spent, and you don't have other money. Okay. Based
19 on that, California has got 12 and a half percent
20 unemployed, and we need a project. The two projects that
21 cost the least are the one that ends on the freeway, and
22 the other one that you call the Quarry Project. Why don't
23 we put these on the ballot so that the people would vote,
24 and get that decided in a few months and get the go-ahead
25 with one of those projects.

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1 Personally, I favor the freeway because the downtown
2 options will get most of Livermore a lot more noise and air
3 pollution and crime. I'd like to see, after all these
4 years, something done. The estimate was made in the last
5 meeting by the BART director that it would be 10 to 25
6 years. Of course, 25 years means the \$3 million dollar
7 ones. And when I look around here, a lot of people are my
8 age. We're not going to be around for 25 years. It would

S11.2

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9 be nice to enjoy what we've been paying for all these
10 years. Thank you.

11 MR. EARLY: Thank you.

12 MR. HALLIE: My name is Ed Hallie. I want to
13 address the environmental impacts since that's what this
14 meeting is about. So as far as the environmental impact is
15 concerned, I am for all alignments to go along the freeway.
16 For one thing, we got a lot of room to build stations in
17 any configuration you want, whether you stop at Isabel,
18 Isabel/Vasco or Isabel/Greenville. You hardly impact
19 anyone by doing that.

20 The worst alignment I believe -- and I disagree with
21 many people here -- is the Portola alignment. The reason I
22 believe that's the worst is because of the maintenance yard
23 at the end of the alignment. I understand reading the
24 environmental report back there that we expect at least 60
25 DVs of noise or more continuously from that yard. And
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1 there are people who live on the other side of the tracks.
2 A lot of homes in there; a lot of homes coming in are going
3 to be impacted by the noise. Plus the people in the
4 historic district is going to be impacted. So that's my
5 comment.

6 MR. EARLY: Thank you very much for your comments.

7 MS CUNNINGHAM: Thank you. Tracy Cunningham. I'm
8 here just because I care deeply about having BART come out
9 here. I moved here 30 years ago. I want to have BART.
10 And so I hope we're going to get BART.

11 And then I'm a theater major. So it's important for me
12 to have theater come close enough that I can use the
13 transportation to get there.

14 So the downtown one is the one that I vote for. And
15 the Portola and the Las Positas will be good for that.
16 That is my support.

17 MR. EARLY: Thank you very much. Next comment.
18 Please spell your name for the record.

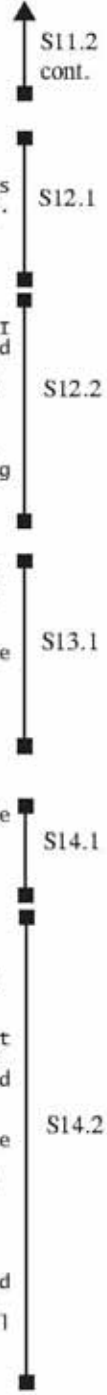
19 MR. BALTZER: Bob Baltzer, B-A-L-T-Z-E-R. I'd like
20 to reiterate my opposition to the two freeway stations
21 because they would not be funded without breaching the
22 North Livermore Urban Growth boundary overwhelmingly
23 supported by the voters in 2005. However, I withdraw my
24 prior endorsement of Alternative 2a and substitute a
25 mix-and-match option of the same stations downtown and
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1 Vasco. This would have no station at Isabel/580 but would
2 leave the freeway at Portola, proceed underground down
3 Portola and Junction to a subway station downtown. It
4 could then surface and continue upgrade to the A station at
5 Vasco Road. This would eliminate the impacts of a surface
6 or elevated route between El Charro and downtown. It would
7 also, incidentally, keep the benefits that Mr. Widmayer
8 spoke of earlier for those two stations.

9 The impacts of this new route would be mitigated by the
10 underground new and existing sound walls and other
11 mitigations already planned. A Vasco station would easily
12 double as a freeway intercept with increased parking and
13 freeway signage. And it's only a mile from the freeway,
14 and for me I drive about that far from the freeway to the
15 Dublin/Pleasanton station.

16 This option is the best combination of transit-oriented
17 development and intermodal capability at both stations as
18 well as a freeway and local access without requiring sprawl
19 with remaining open space for our city. Thank you.

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20 MR. EARLY: Thank you, Mr. Baltzer. Next comment.

21 MS. WHITLOCK: My name is Kirsten Whitlock. I'm a

22 Livermore resident. I have several questions.

23 Parking is -- I've lived in the area, in the

24 Tri-Valley, for over 20 years. When we moved here, what

25 everyone has said already, we've been paying extra taxes

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1 all these years, and my concern is four years of extra
2 county taxes for Livermore and towns around us. Where did
3 the money go?

4 I'm concerned when -- I understand these are extremely
5 expensive to build and all that type of thing. I'd like to
6 know end-to-end costs. For example, if there is a --
7 whatever the end station is for Livermore to let's say
8 South San Francisco, I think that will help people to
9 understand what the different stops and what those costs
10 would be.

11 Parking is -- we have to look at Pleasanton and
12 Dublin's underbuilt parking area that almost immediately
13 when it was built there were parking problems. At
14 6:00 a.m., there is no parking. They have mentioned
15 numerous -- no matter what route is decided, we need
16 multiple-story parking structures to accommodate the extra
17 cars.

18 I agree that the extension triggers more Altamont
19 traffic. The question about shuttles, how to get around to
20 BART. I know that we can't all have the route that someone
21 preferably wants. I'd like the route, as several have
22 mentioned, skipping the Isabel/580 down to Portola,
23 downtown Livermore up through Vasco.

24 Greenville at East Station. I don't know that that's a
25 -- and I disagree with the Isabel/Stanley station. My

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1 other comments -- and I'm reading from his notes -- all
2 other options will benefit commuters.

3 There are multiple reasons why BART is not just a
4 traffic issue. I push strongly for the hybrid alignment.
5 I hope others support that.

6 MR. EARLY: Thank you very much. Next comment.

7 MR. ALLEN: My name is Robert Allen. I'm a former
8 BART director. I live at 223 Donner Avenue in Livermore.

9 To me the cost is the most important element that we
10 should be discussing tonight, and it is barely mentioned in
11 one table of the Draft Program EIR. I have gone and
12 revised a table, put the list of all costs of all of the
13 alternatives on a sheet of paper. I spent 42 bucks of my
14 own money to print this up, so I felt pretty strongly about
15 it.

16 Of the two one-station alternatives, they are in the
17 one to one-and-a-half billion dollar range. Everything
18 else is in the \$3 billion range. I strongly support
19 Alternative 4, which is a one-station alternative to Isabel
20 and I-580 at the present time. I'd like to see it designed
21 so that there is a possibility of extension onto pretty
22 much like Alternative 1 in the freeway median. But then at
23 Greenville Road, instead of going south of the freeway,
24 stay in the median, curve underneath the real high
25 westbound I-580 lanes, and go into the SP right-of-way.

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1 It's about 400 feet wide. It's the old congressional grant
2 right-of-way which now the county owns.

3 There are a number of reasons for saying Alternative 4
4 at the present time. One is by far the least costly

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S15.3

S15.4

S16.1

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5 alternative. There is very little earth work or structural
6 work. There is no great wall. If you build a BART line
7 along an area at grade, which is the cheapest way of
8 building, you are basically required with everything you go
9 over or under the BART line.

S16.2
cont.

10 The Isabel/580 station is the only one that is in the
11 direction for all of Livermore. It's easily accessible for
12 most of Livermore and from the major travel corridors.

13 MR. EARLY: Mr. Allen, your three minutes are about
14 up.

15 MR. ALLEN: Okay. Well, I do have copies of this.
16 I'm sitting up in front if anybody would like to get a copy
17 that doesn't have it. I'd like to say that there's all
18 sorts of reasons for favoring having it at I-580, and for
19 the time being, Isabel.

20 MR. EARLY: Thank you. Thank you for abiding by
21 the time restrictions.

22 MR. O'NEILL: Hello. My name is Tom O'Neill.
23 I wanted to get back to sprawl a little bit. A number
24 of people have mentioned the issue of sprawl. There's a
25 cautionary tale in Kevin Starr's recent book California On

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1 The Edge. He's the former librarian of California. He
2 teaches California History at UCLA. And he writes
3 eloquently and painfully of what happened to Fresno as a
4 result of sprawl. "Fresno. 100 square miles of continuous
5 and interlocking subdivisions and shopping centers,
6 extending endlessly to the horizon, provided the most
7 dramatic example of runaway sprawl in the valley." That's
8 the Central Valley, of course.

S17.1

9 "In the 1980s, Fresno's population had expanded by
10 63 percent as acre after acre of fine farmland was paved
11 over to create housing and walls for some 400,000 Fresno
12 residents. Longtimers looked with horror as the city famed
13 throughout the 50s for its quality of life, became in terms
14 of sprawl, smog, crime and various forms of social
15 disfunction a reverse paradigm of its former self."

16 "A downtown bulletin wall created in the 60s to attract
17 shoppers to the central city sat almost deserted under the
18 hot sun with sidewalks lined by marginal retail outlets,
19 advertising their wares to hand-painted signs. With almost
20 no planning, so it seemed Fresno had spread out from its
21 center in a near frenzy to reach the horizon. As many as
22 25,000 acres of vacant land had been left behind in this
23 obsession to expand; enough land, that is, to house 100,000
24 residents without plowing under even one more acre of
25 farmland, pulling up one more vine vineyard or extracting

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1 one more fruit tree."
2 what he's suggested to me -- at least what I draw from
3 reading that -- is that we have to maintain the center of
4 gravity in Livermore. We've done a very, very good job, an
5 exceptional job, up to now doing that with our Stop
6 Livermore Northern Urban Growth Boundary. I'm really
7 afraid if we run BART along the freeway we will upset the
8 whole center of gravity of Livermore, and we will be moving
9 down the road of Fresno. So I hope everybody will take
10 that danger very, very much under consideration. Thank
11 you.

12 MR. EARLY: Thank you, Mr. O'Neill. You came in
13 right at three minutes.

14 MS. WALTZ: Hello. I'm Esther waltz.
15 I vote for the downtown thing. I've experienced a BART

S18.1

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16 station, namely Pleasanton and Dublin. We often say you
 17 can't even hear yourself think. I've gone to the downtown,
 18 and I've experienced the downtown stations like Lake
 19 Merritt and downtown San Francisco. It's the downtown
 20 underground are far quieter.
 21 I realize they cost more to build, and I understand
 22 about the budget crisis, but please, you know, with the
 23 planning and stuff and the promise to keeping the historic
 24 charm of Livermore. But I do find the downtown thing would
 25 help bring revenues for our downtown businesses. But also

S18.1
cont.

0044
 1 I find that downtown -- because I'm oftentimes still
 2 planning my trips while I'm sitting at the platform waiting
 3 for my trains.

4 MR. EARLY: Okay. Thank you very much.
 5 MS. RAYMOND: My name is Valerie Raymond. I just
 6 wanted to start by pointing out that the Alternative 1
 7 carries the most ridership, the least cost -- it's about
 8 two thirds and a million dollars less than the other
 9 alternatives, significantly shorter run time, much less
 10 noise impact, far fewer single family homes that would need
 11 to be acquired, substantially more ACE transfers, and would
 12 serve the community college and is far less controversial
 13 than some of the other alternatives.

14 In contrast, the downtown alternatives have a
 15 fundamental problem in that they almost certainly cannot
 16 function as they are being portrayed. This is because,
 17 unlike the other four possible stations, the downtown
 18 station dose not provide enough parking and therefore
 19 almost certainly can't accommodate the ridership that's
 20 being projected, being short from around 1300 to 1900
 21 parking spaces.

S19.1

22 The Environmental Impact Report suggests that the
 23 solution to this is to build more parking at the other
 24 station. There seems to be no analysis of the implication
 25 to all of this, nor has the capital cost of building this

0045
 1 parking shortfall been included in the funding estimate.
 2 It also seems to call into question the accuracy of the
 3 projections regarding air quality impacts and also energy
 4 usages as riders are diverted from downtown to other
 5 stations or to their cars.

6 I strongly feel that there needs to be an analysis of
 7 the parking-constrained reality that is a feature of the
 8 downtown options.

9 Finally, I would like to make the point that while I
 10 recognize that new ridership is the name of the game, this
 11 extension should provide the best possible accessibility
 12 for existing residents who have long supported a BART to
 13 Livermore extension. In my opinion, this accessibility is
 14 best provided by an Isabel/I-580 station.

15 MR. EARLY: Thank you.
 16 MS. MAHONEY: Hi. I'm Carol Mahoney. I'm here
 17 representing Zone 7 Water Agency in Livermore.
 18 I read over the section that had to do with hydrology
 19 for the area, and I just want to encourage BART to continue
 20 to work with the Zone 7 Board of Directors.

S20.1

21 There are five of the nine alignments that would go
 22 through the Chain of Lakes area. One of my concerns is
 23 that zone 7 is not listed as an owner of any of the
 24 properties in that section that I was reading through. And
 25 we do actually own property in that area, and we are a

S20.2

0046

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1 future owner of the lakes that are currently being
2 quarried. So I just want to continue -- to encourage you
3 guys to reach out to our board of directors and make sure
4 that they're included in the planning process to make
5 things run more smoothly.

↑ S20.2
■ cont.

6 MR. EARLY: Thank you.
7 MS. PALMER: Hi. I'm Sara Palmer. I live at 546
8 Lagrange Lane here in Livermore.

9 I am one of the board members that Carol was speaking
10 of in Zone 7. I also am a teacher in this valley.

11 We have a couple of jewels in this valley that we
12 really have to look at. One of them is Las Positas College
13 and another one is our downtown.

14 I'm an urban dweller before I moved here over 30 years
15 ago. Having been in areas where I know that you have
16 public transit, readily available trains and municipal
17 transit within a town, the town thrives. I know not all of
18 you agree with this, but it really does from what I have
19 experienced.

20 I favor the alternative that goes down Portola. I
21 favor an underground through the downtown because it would
22 not have the noise. It wouldn't have the visual impact.
23 It probably would be more expensive to build. I'm aware of
24 that.

■ S21.1

25 I also favor terminating the thing over at Greenville,

0047

1 because I think putting a station at the end where you're
2 going to be having the servicing of the BART itself near
3 downtown would be a mistake. I think it would cause a lot
4 of problems many people have brought up.

5 So I'm in favor of certain modification of the Portola
6 that would go underground and extend all the way out to the
7 Vasco Road.

8 MR. EARLY: Thank you. And I believe it
9 was Mr.O'Neill who left some paper up here on the podium.

10 MR. ISENBURG: Hello. My name is Morris Isenburg.
11 I came first to Livermore in 2003 for an internship.

12 Downtown Livermore was a very sad place then. There was
13 only a highway and it wasn't really a place where anybody
14 would hang out. There was lemon grass and that almost sums
15 it up. I never would have thought that I would say one
16 day, "I really like downtown Livermore."

17 when I came back a couple of years later to take up
18 employment here, I was astonished at what has happened to
19 downtown Livermore. It is such a beautiful place now. And
20 the city of Livermore and all the planners involved have
21 done an absolutely fabulous job. They created a gem. It's
22 really unique.

23 I want to argue in favor of getting BART to downtown,
24 but not at any cost. It has to be done in a way that we
25 preserve the character that we have right now.

0048

1 Actually, downtown Livermore is great, but it's still
2 sort of the downtown on life support. You have businesses
3 open and you make bets when they are going to close again
4 because there is no sustainable traffic coming to downtown
5 Livermore. we get weekend traffic, where you hang out, and
6 you get the evening traffic where you go to dinner, and
7 then you have a bit of lunchtime traffic. But nobody has
8 any business to go to downtown. Try to buy a loaf of bread
9 downtown or like a carton of eggs. This is not a real
10 downtown where you cannot get things like a box of milk.

↓ S22.1

11 So I think putting it downtown, our station, in a very,

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12 very well-mitigated manner -- in combination with a freeway
13 station, of course -- downtown will be something fabulous.
14 It would create a sustainable flow of people going in and
15 through downtown that take out on the way to work or on
16 their way back home; you know, pick up items they need.
17 Small business will show up, like cheese delis and
18 bakeries.

19 There's no bakery downtown. I have a property in
20 Germany that has 400 people, 500 people living there.
21 There's three bakeries downtown. We do go downtown for all
22 these other reasons.

23 I think coming to downtown Livermore is actually an
24 amazing opportunity that we have right now. I'm sure it
25 will be a poster child for urban planning and

0049

1 transportation planning in America when we get that done
2 because it will be a beautiful gem combined with an amazing
3 transit system, and if it's done right, it can be really
4 something fabulous. For many generations to come it will
5 be something really unique. Thank you.

6 MR. EARLY: Thank you, Mr. Isenburg.

7 MR. OEHRL: Gary Oehrle. While I'm still plowing
8 through the EIR draft version, there needs to be more
9 visual impacts shown for the routes, the station, and my
10 main concern is the maintenance yards, primarily the one
11 that's slated for Greenville. I've gone and looked at the
12 one in Hayward and looked at the other ones by Goggle
13 Earth, and the Greenville one, to me, needs to be moved out
14 of that area and put in an industrial area.

15 It does take a large area that is being planned in
16 Section 2.5. It's a huge yard that's going to be going in
17 there. There's a lot of lights used at night. I'll at
18 least anticipate that. That was the high lights I saw at
19 the Hayward facility.

20 BART has some beautiful blue buildings, the same blue
21 coloring you see in the slide up there. It will turn into
22 a well-maintained yard. Don't get me wrong. But it has a
23 definite visual impact as you come into this valley coming
24 down through the Altamont Pass that's potentially
25 unsightly.

0050

1 So I favor any option that takes the maintenance yard
2 out of the Greenville area and moves it into a light
3 industrial area like the one north of Livermore, Glass, or
4 one of the other ones. And I hope that the residents of
5 Lawfla (PHONETIC) and out in that area get a chance to see
6 what a maintenance yard would really look like, and
7 hopefully it would have some impact or input on the
8 decision. Thank you.

9 MR. EARLY: Thank you, Mr. Oehrle.

10 MR. MANZO: Good evening. My name is Dennis Manzo.
11 I'm a strong supporter of Project Livermore. When I heard
12 about it, I was very excited about it. Unfortunately, I
13 have to say I am very disappointed in the options that have
14 been presented to us. I feel like they're painting us into
15 a corner, at least some of us, forcing us to choose the
16 lesser of two evils.

17 I think the Greenville East station would be
18 tremendously helpful in reducing the freeway traffic, and I
19 think a downtown station would be tremendously helpful in
20 generating business for the downtown, and I'm very proud of
21 that. Unfortunately, the only combination of options that
22 I see there all seem to include running a track over the

S22.1
cont.

S23.1

S23.2

S24.1

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23 existing railroad tracks. And there's a big difference
24 between having a train going over railroad tracks two times
25 a day and having a BART train run over those tracks

0051

1 every 15 or 30 minutes. It will definitely be a negative
2 impact to the quality of life for my family and hundreds of
3 residents that live south of First Street.

4 So I would like to ask the committee if they could look
5 at another option that would include Greenville East
6 Station and would include an underground option for the
7 downtown station that would not be so intrusive to
8 thousands of residents that live south of First Street.

9 MR. EARLY: Thank you.

10 MR. GEORGE: Hi. I'm Chris George. I'm a lifetime
11 resident of Livermore. I was born here at Valley Memorial
12 before they stopped letting babies be born at Valley
13 Memorial. I'm here both as a person who has worked
14 downtown for six years, and as somebody who was born at
15 Valley Memorial before they stopped letting kids be borne
16 there, to represent the people who were born after they
17 stopped letting kids be born there.

18 I find that the problem of these sorts of meetings is
19 that you only get the opinions of the people who come to
20 these meetings. No offense. You're all good people. But
21 there are a lot of young people in Livermore. It's
22 important to look at it not just as a destination but as a
23 home and a starting-off point.

24 People go to the City all the time on BART. They go to
25 Berkeley all the time on BART. Having a downtown station

0052

1 for me kills two birds with one stone because it enables
2 all these young folks who live in a lot of the apartments
3 downtown -- I do -- I live on Fourth Street -- to walk to a
4 BART station as opposed to driving so that they could go
5 out and go crazy and go to club and come home wasted and
6 you don't end up driving home or taking a cab.

7 And it also will liven the downtown. We have a lot of
8 empty buildings downtown. I'd like to see those filled. I
9 don't have an opinion on the regional theater either way,
10 but if we're going to build it, I sure hope people go
11 there.

12 I think having a downtown station, the hybrid -- as was
13 spoke on earlier and I want to just echo -- the hybrid is a
14 really good thing to look at, Portola under them, and then
15 out to Vasco for the lobbies and the commute. And that's
16 it.

17 MR. EARLY: Thank you, Mr. George.

18 MS. DIAMOND: Hi. My name is Francisca Diamond. I
19 reside at 374 Church Street here in Livermore. I've lived
20 here for 23 years. It is three blocks away from the
21 current Transit Center.

22 I have spoken to City Council for the last couple of
23 years and to the Planning Commission because of the parking
24 and traffic issues that we have ever since we have
25 developed First Street.

0053

1 I live right by two schools. Parking is difficult,
2 especially during football season, and being now three
3 blocks away from a transit center where there's going to be
4 possibly a downtown BART station, I would like to ask
5 everyone to look carefully at the impact.

6 There is always a traffic jam at the corner of Maple
7 and First Street. The cars go racing through and sometimes

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S24.1
cont.

S25.1

S26.1

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8 block the intersection. I am really happy, though, that
9 BART is coming to Livermore, but I strongly argue against a
10 downtown station, not only for what I just mentioned, but
11 from 1963 to 2002, my family had a home in El Cerrito.

12 El Cerrito is a community between Berkeley and
13 Richmond. Our backyard butted up against the aerial tracks
14 of BART, and we were half a block away from the El Cerrito
15 Plaza BART station. The negative impact was the noise of
16 the trains, not only from my house but from your friend's
17 house was a mile away from the tracks between del Norte and
18 Plaza station.

19 The traffic condition, of course, increased. Parking;
20 my parent's had to have permitted parking in front of their
21 own home because of everybody spilling out. These people
22 came from Vallejo and Hercules. I'm sure it's still
23 happening now. The crime was way up, from the time that we
24 had purchased a house 'till we left there. My car got
25 vandalized. My neighbor got mugged, robbed and assaulted.

0054
1 And there was some other kinds of issues there.

2 And then also the value of our house was not really
3 fully developed. My parents back in '63 had a house in
4 Tiburon and Walnut Creek and decided on a house with the
5 same value in El Cerrito. By the time they sold it, it had
6 lost value overall. Also most of the families that I grew
7 up with in El Cerrito have moved out during this time
8 because they wanted to go to a safer, better neighborhood.
9 Thank you.

10 MR. EARLY: Thank you.

11 MR. SHIRLEY: I'm John Shirley. There are good
12 reasons for putting it downtown. I don't live in the
13 downtown. But it's my understanding that the money for
14 this depends a great deal on locating these stations where
15 there's transit-oriented housing. The best one, of course,
16 is downtown. It's already got a great deal of housing and
17 there's a great deal of housing planned for that area. If
18 you get the money, it's very important that that be
19 located.

20 The Isabel area is generating an awful lot of new
21 housing. There will be some, but probably not enough to
22 satisfy the people that will be giving us this money. The
23 Greenville area, I can't see that ever developing. So at
24 least one station should be downtown.

25 Underground would be wonderful. It has to really not

0055
1 bother people too darn much. So one way or another, it has
2 to be environmentally sound and safe and easy for people.

3 And then the second station, it seems to me, it should
4 be all the way out to Greenville. The people on 580, it
5 would be quicker for them to access that than it would be
6 to go to Vasco and come into that one. So it would keep a
7 lot of traffic off of that one going to Vasco. And then
8 the Greenville station will serve the industrial area just
9 as well as the Vasco station and it will go to the lab just
10 as well. Just people are going to have to go from Vasco to
11 the lab somehow, by bicycle or whatever they do. It will
12 serve those two areas just as well.

13 And then the other thing is we'll be able to take
14 advantage of the land you already own out there and place
15 your repair shops and all those things and hopefully
16 encourage environmentally-sensitive ways for the industrial
17 park.

18 So I suggest those two as possibly the best two, in my
Page 23

S26.1
cont.

S26.2

S27.1

S27.2

S27.3

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19 opinion. Thank you.

20 MR. EARLY: Thank you, Mr. Shirley.

21 MR. ANSELL: My name is Mike Ansell. I am a
22 resident of Livermore. I live on Hillcrest Avenue. I'm
23 also a chemistry teacher at Las Positas College and I'm the
24 chair of the Las Positas College Sustainability Group.
25 we're very interested in trying to do things through

0056
1 sustainability here in the valley. All of our new
2 buildings are up to higher standards of building. They are
3 more efficient.

4 One thing we're looking at is what our contributions
5 are to the greenhouse gas emissions. And one of the things
6 that we're worried about is -- so we did a survey, and we
7 looked at all the sources, all the buildings, all the
8 paper, everything that we do.

9 It turns out that 89 percent of our emissions at Las
10 Positas College come from commuters. So 80(sic) percent of
11 it. And most of that is due to single passengers,
12 single-vehicle people riding into Las Positas College. It
13 turns out that the average commuter distance is probably
14 around 15 or 16 miles each way. And so BART would have a
15 large impact with us in that if there was a BART station at
16 Isabel interchange, then we would have people -- even if it
17 just stopped right there, people from Dublin, Pleasanton,
18 Castro Valley, and all these other areas could take the
19 BART into the campus and it would be less impact of
20 traffic.

21 If we could build it to downtown, people from Livermore
22 could take the BART out to the college and save traffic and
23 parking issues and everything else. We've already built a
24 lot of parking lots, and I really hope we don't have to
25 build more parking lots at the college. I think this would

0057
1 be a way to connect the college to the downtown. The
2 downtown has a lot to offer for students. They could go
3 have lunch there and go shop and everything downtown. They
4 could take classes at the college.

5 If it was at Greenville Road, that also would have a
6 positive environmental impact in that we have a lot of
7 people coming from Brentwood and Tracy and all points east
8 that are impacted by the traffic. We could take some of
9 those cars off the roads too. Thank you.

10 MR. SMITH: Hello. My name is Neil Smith. I would
11 like to encourage you to take the option along the 580
12 corridor just to see that -- it seems like you guys have
13 that pretty well dialed in along the Castro Valley and
14 Dublin and Pleasanton market. It just seems like it would
15 be the least costly alternative as well as probably the
16 least right-of-way preservation.

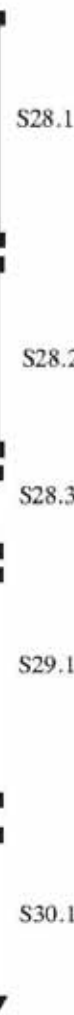
17 It just seems like you get into these things and they
18 get more and more expensive. The option downtown would be
19 significantly like the Bay Bridge, just more and more and
20 more. So I would strongly encourage you to take that route
21 instead.

22 MR. EARLY: Thank you.

23 MS. REUS: My name is Tamara Reus. I just came up
24 to say that initially when I heard about all these plans, I
25 thought, "Oh, great. Let's build it down the freeway

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1 because it's close and it's less impacts on residents." But
2 then I started reading and talking to people and learning a
3 little bit about this, and it came to my attention that we

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4 have to look at this project, not just in terms of how
 5 efficient and effective it is for BART to do it a certain
 6 way, but on a regional basis, on our whole community, at
 7 the level of our whole community. I think when we do that,
 8 we have to look at the impacts that freeway extensions will
 9 bring to our community and to our urban growth boundary.
 10 And I think that given restrictions with the TOD and the
 11 pressure to build that will occur if we extend BART along
 12 the freeway, I don't think that those are the best options
 13 or even at all good options for Livermore.

S30.1
cont.

14 I do support stations going through downtown, and I
 15 would also further support the hybrid study that many
 16 people have discussed tonight. I just wanted to say that
 17 we've talked about how long people have waited, and it is
 18 indeed a very long time. But if we're going to wait and
 19 it's going to be done, I think it should be done right and
 20 done in a way that does benefit the whole community and
 21 area. Thank you.

22 MR. EARLY: Thank you.
 23 MS. EDGAR-LEE: Hi. My name Susie Edgar-Lee. I
 24 live on College Avenue in Livermore. I hope sincerely that
 25 Livermore has a lot to do with the choice of which one of

0059
 1 these alternatives you take. So I would personally like to
 2 discuss the 2a alternative, the downtown Vasco. I think
 3 that's the one that really promotes our downtown, our
 4 vision for the downtown, what we want.

5 We've been trying to revitalize it. And like many
 6 speakers have said, we've done really well. So I think
 7 that would keep that going. And the Vasco extension would
 8 be good because long term it would connect us to other
 9 regions in a really clean and green way.

10 Also this alternative is the one that is not going to
 11 disrupt the urban growth boundary. This is something that
 12 the citizens of Livermore have repeatedly at the ballot box
 13 shown that they overwhelmingly support.

S31.1

14 So I personally as a teacher at Livermore High School,
 15 I think it would be great if we had a downtown station. I
 16 know that a lot of my colleagues sometimes can't make it
 17 because of the 580 traffic. And they are tardy sometimes.

18 But I would really think it would be great if it could
 19 be an underground station -- I don't know if I'm getting
 20 terminology right. Like my husband was pointing out to me,
 21 there's a station in Berkeley, the Ashby Avenue one, and it
 22 doesn't have any parking. It's basically an underground
 23 street thing. You just come up on the street. It works
 24 really well as far as just bringing people right to the
 25 downtown. And then out at the Vasco end, hopefully we'd

0060
 1 get a lot of parking because people have said parking is a
 2 huge problem at BART. That would get people to park their
 3 cars out there at Vasco and take it from there instead
 4 of -- don't expect to drive to downtown and park.

5 And as far as the EIR -- excuse me if this is already
 6 covered in it -- but I just hope that you're doing
 7 something to mitigate the possible light pollution. So I'm
 8 talking about things that would keep the light from
 9 stopping amateur astronomers and skygazers from having a
 10 dark sky. That's one of my concerns. Thank you.

S31.2

11 MR. LAKAMSANI: Hi. My name is Eamsee Lakamsani.
 12 I'm probably going to use half of my three minutes just
 13 spelling my name. E-A-M-S-E-E is the first name.
 14 L-A-K-A-M-S-A-N-I. That's the last name.

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15 Now, as far as the options are concerned, right, I
16 strongly prefer Option 2a which is the downtown Livermore
17 option and the Vasco option. But the only thing I would
18 like to say as far as crime is concerned, the police force
19 in Livermore has good resources and has not changed in any
20 way the crime situation. And also it looks like the police
21 station is so close to downtown, and the coffee shops in
22 the downtown areas, the police are right there.

S32.1

23 Now, as far as the Vasco station, right, it looks like
24 my understanding is that the City of Livermore would like
25 to build a research and development park near Sandia and

0061
1 you have the work of expanding alternative GP, green fuels.
2 So there is a lot of plans for that area, and also there is
3 a lot of houses that are over there. So I think from a
4 development standpoint, again, I think the Vasco station is
5 something I prefer.

6 Also as far as the parking is concerned, right, I would
7 like to see a little bit more in the planning about a Vasco
8 station, a downtown station. How can people get there
9 without driving, at least the people that live in
10 Livermore? Are we going to have more shuttles that go into
11 the city? Or can we have some bicycle trails or something?
12 A little bit more than what we have now. If you can think
13 about those things. Maybe some people don't have to drive
14 to the station, at least people that are living in the
15 city. That's all. Thank you.

S32.2

16 MR. EARLY: Thank you very much.
17 MR. KASKEY: Hi. Jeff Kaskey. I live in the south
18 side of downtown Livermore.

S33.1

19 I think the underground Portola, downtown Vasco route
20 is the obvious route. Why are we even here then? Well, I
21 think one reason we are here is people are concerned about
22 crime. I suggest we go and check out Mountain View and
23 Palo Alto stations on the Caltrans. Caltrans has a similar
24 schedule to BART, and those neighborhoods seem to have done
25 very well. In fact, there is transit and urban development

S33.2

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1 around those stations, and I think those neighborhoods are
2 doing quite well with the service, though obviously we
3 prefer the underground solution here.

4 I think that -- one of the things people say about that
5 is, "well, yes, that would work if it's done right." And,
6 of course, I look to BART and say, "well, of course, you
7 would only do it right, I assume."

S33.3

8 I want to vote against the phasing approach. It seems
9 like you end up building something that you want removed.
10 The stations that would be in the phasing proposal are the
11 ones that seem to have the least support. But being
12 temporary, the French have a saying, "There is nothing so
13 permanent as that which is temporary." I'm afraid that the
14 cost of removing and then adding new track would put us out
15 another 40 or 50 years or so.

16 The thing that I think hasn't been talked about is the
17 effect of the urban renewal sense of bringing in a downtown
18 BART station. And although I live on the south side, we
19 also have a very nice little area which is the north side
20 -- north side of the tracks, not the north side of 580.
21 It's an area that I think -- giving that neighborhood
22 better access to higher-income employment in the East Bay
23 and San Francisco area would be a very positive thing for
24 that neighborhood, not to mention the build-out that could
25 be on the north side of a downtown station to avoid major

S33.4

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0063

1 impacts on the south side.
2 So I think there is some good positive urban impacts
3 that can occur in that north side area to improve all of
4 downtown Livermore. Thank you.

5 MR. EARLY: Thank you.
6 MS. SAEDECOR: It's Rushell Saedecor. I am the
7 executive director for the Livermore Downtown Association
8 as well as the president of the California Main Street
9 Alliance which is our California communities, and on the
10 leadership team for the National Main Street Center which
11 is part of the National Trust for Historic Preservation.

12 So I am not saying that because I'm trying to get my
13 resume out. I'm happily employed. I am saying that
14 because we interact with downtown communities all over the
15 country, as well as other countries now as they are coming
16 to the United States to look at our downtown revitalization
17 strategies. And the coveted item for any downtown in the
18 midst of revitalizing and coming back to being its central
19 core of community is a transit center that gives multiple
20 access to coming into the downtown commercial corridor.

21 We are already in the planning stages, as we start our
22 revitalization plans, to bring things into the downtown
23 area. We have the vision. We know what would make a
24 successful downtown, but as the gentlemen before from
25 Germany mentioned -- you stole so many of my ideas as you

0064

1 were speaking -- we are on life support. We know that we
2 need more housing downtown. We are going to have a lot of
3 new high-density housing. They will want a transit center,
4 which is BART, to get them to the employment areas around
5 the Bay Area. So that ridership will be coming from the
6 downtown area. They have walked to the station and get to
7 work. So that's going to be a great advantage to help us
8 attract those developers that will bring housing into the
9 downtown that we know we need to help build our downtown
10 economy.

11 The other thing is our merchants. I hear from all of
12 you local residents constantly. "I still don't have what I
13 need. I still don't have enough." We see businesses come
14 and go because we cannot sustain the vitality of our
15 economic businesses in the downtown on just global
16 patronage.

17 We need visitor patronage dollars as well. Those are
18 great patronage dollars because they come in, they spend
19 money, they go home. We don't have to provide them
20 anything else. We have a great experience. Take their
21 money. Keep their revenues. Spend it on ourselves. Great
22 idea. They will go to our restaurants, our shopping. They
23 will go to our theaters, including the 2000-seat if it
24 comes.

25 So he mentioned life support. We've been on life

0065

1 support. We call the downtown the heart of the community.
2 Transportation is the arteries bringing the lifeblood to
3 the heart, and then taking it back out to the rest of the
4 Bay Area bodies. I don't want to go into healthcare at
5 this point.

6 But I get excited about this. I think it's something
7 that is worth studying. You notice I didn't have any
8 comment on how it's going to get to downtown or where it
9 goes after that. That's for you people to decide. But
10 downtown needs it.

S33.4
cont.

S34.1

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11 Also, the wine country will benefit. We do know that
 12 having people be able to come to the Bay Area, from the Bay
 13 Area, from San Francisco to come to their true wine country
 14 experience instead of heading north all the time, if we
 15 could bring by BART, have shuttles out to the wine country,
 16 again, we win. We get dollars. They go home and we are a
 17 healthy community.

S34.1
cont.

18 MR. EARLY: Thank you very much.
 19 MS. HARRIS: Rebecca Harris. I'm a resident here
 20 in Livermore.

21 I have so many concerns here. I couldn't sit there any
 22 longer without saying something. One of my concerns is
 23 going over Isabel, the 1a. You're going over water or
 24 under water? Which one are you guys going to do? Are you
 25 going to go under or over? Because there is going to be

S35.1

0066
 1 water there. Okay. That's not addressed.

2 And the other question I have is a lot of the traffic
 3 on 580 comes from Tracy. Getting a station out as close as
 4 we can to Tracy eliminates it in Livermore. The fact is
 5 we've got commute traffic coming from the Brentwood area
 6 that's coming on Vasco. If you don't have something that
 7 alleviates it on Greenville, you are going to have
 8 everything piling up on Vasco to get off at that station.

9 So I think a Tracy station being as close as possible.
 10 I think the Vasco station makes sense. The downtown
 11 infuriates me. I cannot understand why anybody would want
 12 to stick a BART station in our little tiny town of
 13 Livermore. It does not bring revenues to downtown. I
 14 think that's just ignorance.

15 If you look at Walnut Creek, Walnut Creek has a
 16 beautiful downtown. It has a fine arts theater that does
 17 very well. I hate saying this, but people that are going
 18 to go to that fine arts theater, they aren't taking BART.
 19 I can't imagine someone from Hayward going, "Let's go to
 20 dinner out in Livermore. Let's stick some money in the BART
 21 thing," just to go have dinner in Livermore. I don't see
 22 how it's going to benefit downtown except bring high crime.
 23 And there are so many homes that will be affected, that
 24 there are going to be so many families that you're going to
 25 decrease their property values by sticking it downtown.

S35.2

0067
 1 You're going to increase traffic downtown. There has
 2 gotta be parking for all these people. Take a look at
 3 Dublin. Bringing revenue to the area, we already know the
 4 Dublin station did not do that for Dublin, for Hacienda
 5 Crossings. It did not bring more revenues to Hacienda
 6 Crossings.

7 If we want to bring revenues to Livermore, we need to
 8 increase what we've got here to bring other people to our
 9 town. But we don't need to bring a new station in downtown
 10 Livermore. I can't even imagine someone getting off BART
 11 and saying, "Okay, I'm home for the evening. I'm going to
 12 go get a coffee." They're going to get in their car and go
 13 home. I don't see it bringing any revenue to downtown
 14 Livermore. I think that's a big, huge mistake.

15 And the impact of going underground, you're going to be
 16 disturbing so many families. We got a couple of schools
 17 right there that are going to be in the way. My home is
 18 very close, and I can't believe what you're going to do to
 19 the value of my home. I really hope you do not go
 20 downtown.

21 MR. EARLY: Thank you.

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22 MR. SHAY: Henry Shay, Livermore. I support
 23 Alternate 1. That is the one that goes along 580 and stops
 24 at Isabel and Greenville. In addition to the obvious
 25 benefit of reducing traffic on 580, I think it will have

0068

1 economic development possibilities for Livermore itself.
 2 Consider first the station at Isabel. There's going to
 3 be an Isabel interchange to 580 put in there. Portola
 4 Avenue is already being extended over there. There are
 5 literally hundreds of homes being developed in that area.
 6 There are acres and acres of business parks which are being
 7 developed. Las Positas College, which was just mentioned,
 8 has greatly expanded. So all in all, that poses a great
 9 economic benefit for Livermore.

10 On the second site, out at Greenville, I think that
 11 also has economic development possibilities. Now critics
 12 have said no, you can't put residential out there because
 13 it can't be zoned that way. However, in the Livermore City
 14 Council meeting of February 9th, 2004, they unequivocally
 15 said that they could change the zoning.

16 Let me quote from the minutes of that meeting. City
 17 Council Member Marge Leider said that "The General Plan
 18 Steering Committee had agreed that it did not want to send
 19 a message to BART that Livermore was not interested in
 20 extension." She said that "The newer regulations stipulate
 21 that Livermore would have to build a transit-oriented
 22 development where a BART station would be." She said that
 23 this property, the one that BART owns at Greenville, was
 24 within the urban growth boundary, and to have the General
 25 Plan amendment changed so that the zoning would not require

S36.1

0069

1 a vote of the people.
 2 So the City Council at that time unequivocally said
 3 that they could change the zoning. That means that you
 4 could have TOD at Greenville. It's within Livermore's
 5 possibilities to do. And furthermore, they encapsulated
 6 that in the City Council Resolution, also dated
 7 February 9th, 2004.

8 So Alternate 1 has all sorts of advantages. Of all the
 9 two-station alternates, it's going to be a billion dollars
 10 cheaper, and it has a guaranteed right-of-way. All the
 11 other alternatives are going to attract lawsuits just like
 12 a magnet.

13 Fundamentally, I'm most concerned that we get BART to
 14 Livermore, and I think all the alternatives besides those
 15 going right along 580 will be undoable in the end because
 16 of money, because of all sorts of dilatory lawsuits and
 17 Byzantine city politics. Go 580.

18 MR. EARLY: Thank you. Exactly three minutes.

19 MR. HAMILTON: well, I'm Jim Hamilton. I live at
 20 955 El Rancho in town. I walk out my backdoor across my
 21 yard, and I'm right at the railroad tracks. I live right
 22 on the tracks, and I will be awfully pissed off if I see
 23 BART in my backyard. I'm very much opposed to that.
 24 That's a little bit selfish, but that's the way it is.

25 I don't want to see property values go down. I don't

S37.1

0070
 1 want to be losing sleep at night from the noise. And so
 2 that's what's driving me. Part of me is not too worried
 3 about it. I base it on my father. I've probably got 25 or
 4 30 years to go, so I don't think I'm going to get a chance
 5 to ride on it.

6 MR. MCPARTLAND: I'm not going to make you wait
 Page 29

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7 that long.

8 MR. HAMILTON: Anyhow, I'm really in favor of the

9 route that goes down the freeway. I think it makes a lot

10 of sense to have it by Las Positas. I'd like to have the

11 station there. I like the station at Greenville. The only

12 thing I'm itchy about is building a station and a yard

13 right on the Greenville fault. That overpass was closed in

14 1980 briefly because of damage after an earthquake, so just

15 keep that in mind. I think it's a good location.

16 And none of my friends have ever told me, "Oh, boy,

17 we'd love to come see you in Livermore, but we never come

18 out there because you don't have BART to there." Livermore

19 really isn't a destination. It is a home. I think some

20 people have delusions of grandeur of this town, and say,

21 "Oh, if we had a train, we'd be great." You know, I think

22 Livermore is pretty good the way it is, and I'd like to

23 keep it that way. Thank you.

24 MR. EARLY: Thank you.

25 MR. ZAGOTTA: Bill Zagotta. I guess my main point

0071

1 is that when BART comes to Livermore, however it comes,

2 it's going to make a humungous impact on the future

3 development of the city. It will be all different if BART

4 goes downtown versus BART goes down the highway. So I'm

5 only worried that BART is going to be inclined to take the

6 cheapest route, whereas I think they ought to think about

7 what's the best plan for the future of Livermore. Whatever

8 it is, it's either going to be not a very big impact or a

9 monstrous impact. I hope they take care of that without

10 too much concern about what it's going to cost.

11 For example, think of a city that doesn't have good

12 public transportation. Livermore does not have good public

13 transportation, particularly for commuters to get in and

14 out, for people to come and visit our regional theater

15 about to go up -- I hope. So I think that we ought to have

16 a downtown station, and it ought to be properly designed

17 for Livermore.

18 In the analyses you've done, I hope you've taken

19 account of the fact that our future plans include a great

20 deal of high-density residential development in the

21 downtown. And these people are commuters. For them to be

22 able to walk from their apartment to the downtown station

23 is something you should think about. It's not just there

24 for people to go to the regional theater.

25 In your impact on the freeway traffic, I noticed there

0072

1 was a red line there. I presumed red was bad on there. I

2 believe it was between Greenville and Vasco. I prefer the

3 Vasco station. I would urge you to think about the

4 possibility -- that stretch of road is bumper to bumper

5 every single day. If these people could get off the

6 freeway at Greenville and have easy road access to a Vasco

7 station, that red line ought to not turn red. It ought to

8 be some other nice color.

9 I presume traffic crossings will be taken care of. I

10 too don't want a great wall to have to go around the BART

11 traffic. The noise issues are serious, and I don't know

12 anything about --

13 MR. EARLY: Your three minutes are about up.

14 MR. ZAGOTTA: I don't see any reason why we need

15 parking downtown for the downtown station. We don't have

16 parking at Powell Street station and we don't have parking

17 in Berkeley.

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18 In short, you're going to make a big impact on the
19 city, and I hope finances will not be the only issue.
20 Thanks.

21 MR. EARLY: Thank you.
22 MR. WOOD: I'm Darryl Wood. I've been waiting
23 patiently to hear an idea I haven't heard yet, so I thought
24 I had to speak.

25 I do favor the underground down Portola and the
0073
1 underground station. This would have minimal impact on
2 property values and on noise and all the rest of it. I
3 feel then that one should go all the way out to Greenville
4 on the right-of-way. Greenville, as has been pointed out,
5 is a great way to get people off the freeway and it's much
6 more convenient.

S39.1

7 But my reason for wanting to build the maximum track is
8 because of build up. If the tracks are there, if later one
9 wants to build a station at Vasco or at Isabel, a station
10 can be added. And that was my point. So let's get the
11 tracks in place.

12 MR. EARLY: Thank you very much.
13 MR. PLUMMER: My name is Steve Plummer. I'm a
14 resident of western Livermore. Any of the alignments, 1a,
15 1b, 2a, 3a, will cut the city in two. Any alignment along
16 the Chain of Lakes, Stanley and Union Pacific right-of-way
17 will cause noise pollution, light pollution, visual
18 pollution and dramatically decrease the property values of
19 west Livermore. And Option 5, which ends at Isabel and
20 Stanley, would just create a tremendous traffic nightmare
21 in that area. If anybody has been on Stanley at
22 5:00 o'clock on a weeknight, you know what I mean.

S40.1

23 Please stay away from any of these alternatives that
24 travel along the Chain of Lakes and Union Pacific railway
25 right-of-way and any that puts a station at Isabel and

0074
1 Stanley.
2 I support the alternative No. 1 that keeps BART along
3 580. You can call BART what you will. It's primarily a
4 commuter railway. And that will have the greatest impact,
5 reducing commuter traffic.

S40.2

6 MR. BISHOP: I'm Stanley Bishop. I've been a
7 resident and prominent taxpayer for 45 years here in
8 Livermore, paying into the BART funds. I use BART
9 regularly, but I must go to Dublin where parking is
10 virtually impossible because the parking is full. These
11 are the elements that are influencing my thoughts tonight.

S41.1

12 Bring BART to Livermore ASAP, the cheapest way
13 possible, with adequate parking for those who have paid
14 dearly into BART. I haven't heard that tonight. For us
15 who are in this room who have been paying into BART, give
16 us a place to park, and let us use BART. And that's what I
17 would like to see.

18 Therefore, I favor alignment No. 4 with local resident
19 parking, perhaps a barrier with a card reader to slide a
20 driver's license, and the barrier opens up when we go in.
21 And those who have not paid into BART, well, they have
22 another part of the BART's parking lot that they can use.
23 But right now, we can't get into a parking lot at all.

S41.2

24 So let's get BART here quickly, ASAP, by the shortest,
25 quickest, cheapest route possible with some part of the

0075
1 parking lot reserved for Livermore residents. Thank you.
2 MR. EARLY: Thank you very much.

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3 MR. RARD: My name is Joseph Rard. I live about a
 4 block from here. It's actually good to hear somebody right
 5 before me actually riding BART. I've been riding it 30
 6 years. A lot of the times I've taken buses there.
 7 I've experienced the good and the bad. It used to be
 8 when I'd go to Hayward or Bay Fair -- it's a lot more
 9 convenient now. I have ridden trains in several other
 10 countries, Japan, Germany and places throughout the U.S.
 11 I've seen good developments around the station. Probably
 12 the best is in Japan.

13 Concerning Livermore, I like the idea of going out to
 14 Greenville. People have expressed concern about the
 15 terminal area, the work yard. If you look at the
 16 Environmental Impact Report, they do mention that it is an
 17 alkaline environment that is pretty much vanished from the
 18 valley because of development, and there's at least one
 19 animal that has critical habitat according to the federal
 20 government. I am in favor of that, but perhaps with the
 21 yard moving in away from the alkaline areas. As the one
 22 gentleman suggested, light industrial.

23 I think people will use BART mainly to commute to work.
 24 The shopping is spread out. Most of it is in the north
 25 part of Livermore. The wineries are in the south part. So

0076
 1 one station is not going to satisfy everyone.
 2 Wherever you put the station, you're going to need some
 3 kind of shuttle service. I'm willing to take the bus and
 4 I'm willing to walk a couple of miles. I don't mind that.
 5 But many people don't like to do that. So wherever you put
 6 the station, make sure you have the stuff to bring you
 7 around.

8 And the last point is -- one other gentleman made it
 9 earlier -- our community college, that's one place where a
 10 lot of people will come in and use this. If you ever take
 11 the BART train to Berkeley, you see a lot of students
 12 getting on and off at Berkeley. It's not as big a campus,
 13 but I think it will bring a lot of students, and many of
 14 them are from spread-out areas. Thank you.

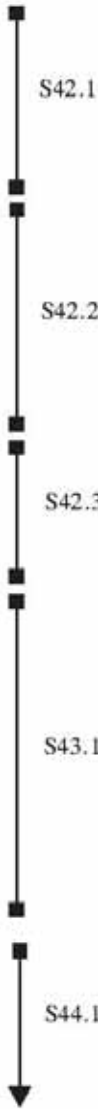
15 MR. EARLY: Thank you very much.
 16 MR. BRILEY: My name is Harry Briley. We moved
 17 here in 1976. I have seen the trains in England from
 18 London to back. So I understand urban stations and seen
 19 there's good and bad around various stations. But my
 20 concern is dealing with the raised road bed that's by
 21 Stanley and Murrieta.

22 The trains that currently go there -- that's where my
 23 house is located -- are very noisy. You simply shut down.
 24 You don't say anything while a train goes by. The east
 25 train goes through four times a day, twice in the morning

0077
 1 and twice at night. And the same thing; you just simply
 2 stop talking because of the noise. I believe it's because
 3 of the raised road bed.

4 If you put BART on that same track, you're going to
 5 have that every 15 minutes.

6 MR. EARLY: Thank you.
 7 MR. FUTCH: Marcha Futch. I think the primary
 8 purpose of BART should be to serve the existing population
 9 and to promote future population growth. I think than an
 10 alignment through downtown out through Vasco Road and
 11 possibly as far as Greenville best suits this purpose. I
 12 think this is also consistent with the studies that show
 13 that it has great environmental impact and reduces the



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14 vehicle miles traveled. Thank you.

15 MR. EARLY: Thank you very much, Mr. Futch.

16 MR. WALDRON: My name is Jim Waldron. I am a

17 long-time resident.

18 I tend to favor along the freeway. That's the one

19 that's been planned forever since BART's been proposed. I

20 figure right now with the traffic, that people that are

21 using BART -- most of the people -- I'd say over half the

22 people are 580 commuters, and unless they come back, they

23 probably won't stay in town. They'll go get in their cars

24 and go on home instead of staying and visiting some

25 restaurant or theater.

0078

1 The other thing I'd look at as far as the BART is buses

2 that can help connect even from the freeway stations down

3 to the downtown or scheduling the extra buses for special

4 events that take place. That's my main comments.

5 MR. EARLY: Thank you very much.

6 MR. HOENIG: Clyde Hoenig. I support Mr. Shay's

7 comment about Greenville Station. I think that's a must.

8 And in regard to transit-oriented development, he has

9 pointed out that Livermore has already decided that you

10 don't need a vote of the people. But I submit that if you

11 were going to bring BART to Livermore, Livermore would vote

12 overwhelmingly to make a small change to accommodate TOD at

13 the Greenville location.

14 I think we need more definition to TOD,

15 transit-oriented development. I think we need to put an

16 ingredient of walking and bus and shuttle bus into that.

17 We need to expand on that definition of TOD.

18 Livermore's General Plan is already allowing 10,000 new

19 folks in its General Plan if BART comes to Livermore. That

20 doesn't have to be at Vasco. It can be at Greenville. But

21 we need to expand on that definition.

22 We also need to expand, I think, on the definition of

23 what is called "new ridership." If it's new ridership --

24 we talked about it at the last meeting with Mr. Quint about

25 the composition of the ridership at Dublin and Pleasanton.

0079

1 And he estimates that about 15 percent of those are

2 commuters.

3 If we assume for a moment that the ridership at the

4 Dublin station is approximately 32,000 -- that's the number

5 that's been given here -- that means that of those 32,000,

6 around 5,000 are commuters. And so we're going to have to

7 add that 5,000, I believe -- unless we get a new definition

8 of what new ridership is -- we got to add that on top of

9 the ridership that's showing on these alternatives. That's

10 an important point. 5,000 commuters, they have to be

11 accommodated. They're going to need parking. We will need

12 to provide it for them.

13 Finally I think that shuttle buses to BART is a very

14 important ingredient that's being overlooked. I haven't

15 heard much about it. It's like either you got to drive

16 there or you need to walk there. There's a large number of

17 people that will use the BART station that fall in between

18 those two things, and that's what the shuttle bus will

19 support. Thank you very much.

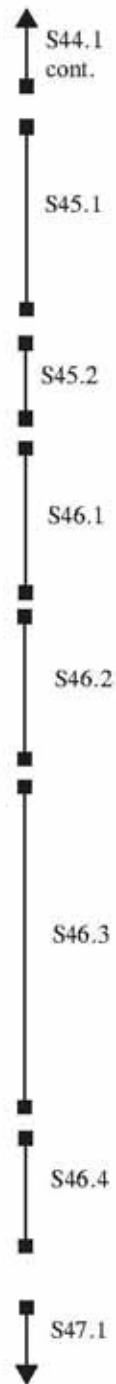
20 MR. EARLY: Thank you, Mr. Hoenig.

21 I have no other people up here to my right. Is there

22 anyone else who would like to speak?

23 MR. ACCIAIOLI: Hi, everybody. Ron Acciaioli.

24 I would just like to address parking. I did mail



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25 Mr. Quint information on two competing fully-automated
0080
1 underground parking systems. Anybody could go on the
2 Internet to a web site and type up vishko.com, (PHONETIC),
3 which is an Italian company that does fully automated
4 underground parking, and also variego.com (PHONETIC) which
5 is a South Korean company. They have very flexible
6 systems.
7 And essentially you pull your car up to like a kiosk
8 and swipe a card, and a machine swallows up your card and
9 puts it in a catacomb somewhere underground. Instead of
10 big parking lots, your car is out of sight and secure. And
11 when you want your car back, it's about a 60-second
12 retrieval time.
13 Did you receive the package in the mail, Mr. Quint?
14 MR. QUINT: I'll have to check. I believe I did.
15 I think I saw it today.
16 MR. ACCIATOLI: Okay. Thank you very much. Good
17 luck with your project.
18 MR. QUINT: Thank you.
19 MR. EARLY: All right. Mr. Shirley has one last
20 comment.
21 MR. SHIRLEY: You know, if you can bring BART to
22 Livermore in the next 15 years, I'll only be 100 years old
23 and I'll get to ride it.
24 MR. EARLY: Mr. Allen has a final comment.
25 MR. ALLEN: I would like to repeat again very
0081
1 briefly the reasons why I prefer our Alternative 4. One is
2 it is by far the least costly. It is in the direction for
3 all of Livermore. It has superb freeway access. It has
4 lower BART fares than any of the other stations because
5 BART fares are mileage-based. There is no "great wall"
6 effect. There is room for ample surface parking. There is
7 less noise, the least noise or visual intrusion. There is
8 shorter travel time, no major earth work or structural
9 work. It's easily extended later to the Altamont and
10 hopefully over the Altamont. It's close to Las Positas
11 college. The land is mostly now in public ownership, and
12 it's easily accessible for bicycles. Thank you.
13 MR. EARLY: Thank you.
14 MR. WILLIAMS: Dave Williams again. I think there
15 is something that might be done in the near future. For 46
16 years we've paid \$260 million. And it's very important to
17 find parking at the BART station.
18 I mentioned this years ago to Pete Snyder, and he
19 turned it down. But then he got defeated and moved out of
20 town. But I think there should be preferred parking for
21 Livermore residents, not unlike the preferred parking that
22 you get for the residents down Santa Cruz on the beaches
23 with the bumper stickers. It would seem to be equitable
24 and fair. And it's something that could be done right now
25 for the people that have paid your salaries for a long,
0082
1 long time.
2 MR. EARLY: Thank you.
3 MS. WALTZ: Esther waltz. My thing is, I disagree
4 with those who said that downtown brings new revenue. I
5 disagree with that. We don't need it. I've been to the
6 two Berkeley stations that don't have parking because the
7 configuration they have there. We park to the BART
8 station. We park in a stall while we go to the store and
9 stuff.

S47.1
cont.

S48.1

S49.1

S50.1

S50.2

S51.1

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10 Let's keep the parking situation downtown the way it
11 is. The downtown is very pedestrian-friendly. Let's put
12 that into consideration of the downtown station. If we
13 need a big parking lot, put it up at the Greenville or
14 Vasco station phase, where there is much more land and
15 stuff. We just really need to consider it, those that do
16 own property there.

17 MR. EARLY: Thank you, Ms. waltz. We have one
18 final speaker who hasn't spoken.

19 MR. STANGER: My name is Virgil Stanger. I'm a
20 resident of Livermore. I'm tickled to death to see BART
21 coming to Livermore. My only concern that is we put
22 Californians to work to do this project and not go out of
23 state or out of country. Thank you.

24 MR. EARLY: Thank you. All right. I think that
25 was the last person who had a comment.

0083

1 I want to thank you all very much for your coming. I
2 want to let you know again that if you'd like to get a copy
3 of the Draft EIR, you can do so by signing up at the back.
4 You can also look at a copy at local libraries.

5 There is one more hearing scheduled on January 6th at
6 the Pleasanton City Council chambers at 6:30 p.m. It will
7 be identical to this one. You don't have to come again.
8 But if you are interested in coming to hear other speakers,
9 you certainly can. If you have comments you want to make
10 that you didn't get to make tonight, you can do that. If
11 you have friends who want to come, you can tell them.

12 We will be accepting written comments through January
13 21st, and those can be submitted either by mail to the
14 address shown on the screen or on the web site
15 barttolivermore.org.

16 Thank you all very much for your time.
17 (The hearing adjourned at 8:45 p.m.)

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REPORTER'S CERTIFICATE

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I, JUDITH L. LARRABEE, a Hearing Shorthand Reporter in
the State of California duly authorized to administer
oaths, hereby certify:

That the proceedings therein were taken down in
shorthand by me, a disinterested person, at the time and
place therein stated, that the proceedings were thereafter
reduced to typewriting, by computer, under my direction and
supervision, and that the foregoing is a full, true and
correct transcript of the proceedings therein to the best
of my ability.

IN WITNESS WHEREOF, I have hereunto set my hand on this
18th day of December, 2009.



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12-2-09 hearing.txt
Judith Larrabee, Shorthand Reporter

5.2 BART PUBLIC HEARING IN THE CITY OF LIVERMORE (DECEMBER 2, 2009)

- PH2-S1 Jean King
- PH2-S1.1 The Final Program EIR includes a new alternative that has a subway along Portola Avenue to a Downtown Livermore Station and continues at-grade to a terminus station at Vasco Road. The new alternative, Alternative 2b, is described in Section 1.4 of this document.
- PH2-S2 Jim Schmidt
- PH2-S2.1 Please refer to Response PH2-S1.1.
- PH2-S3 Len Alexander
- PH2-S3.1 The comment concerns the merits of Alternative 2a and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH2-S4 Christopher Hiller
- PH2-S4.1 Granada High School is located approximately 1 mile (direct distance) southeast of the proposed station at Isabel/Stanley (see Figure 3.12-2, page 3.12-7 in the Draft Program EIR). Please see Master Response 6 regarding safety and security around BART stations. Traffic, noise, air pollution, and hazards to schools are discussed in Sections 3.2, 3.10, 3.11, and 3.12 of the Draft Program EIR, respectively.
- PH2-S5 Nancy Bankhead
- PH2-S5.1 Variations on the studied alternatives can be considered if the individual components of a variation in alignment have been studied in the EIR, and additional alternatives may be considered in a future project-level EIR. Please note that the Final Program EIR includes a new option that is comprised of alignment segments from Alternatives 2a and 3. The new alternative, Alternative 2b, has a subway along Portola Avenue to a Downtown Livermore Station and continues at-grade to a terminus station at Vasco Road. The new alternative is described in Section 1.4 of this document.
- PH2-S6 John Stein
- PH2-S6.1 The comment concerns the merits of Alternative 1 and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

- PH2-S6.2 Please refer to Comment Letter 117, which addresses similar issues about transit-oriented development assumptions raised in the speaker's written comment letter.
- PH2-S6.3 The Draft Program EIR acknowledges that noise from BART operations could be a significant and unavoidable impact. Sound walls are a basic tool for reducing noise from operations. Without a detailed noise analysis, which would be performed at the project-level environmental phase, it is not possible to determine if noise could be reduced to a less-than-significant level without sound walls.
- All the alternatives with a Downtown Livermore Station assume constrained parking in the downtown area. With the exception of Alternative 3a, which has a station at Isabel/Stanley as well as Downtown Livermore, all the alternatives with a downtown station also have a second station on the freeway (Alternatives 1a, 1b, and 3) or have a station at Vasco Road, which would also serve as a freeway intercept station. As noted in the parking discussion that begins on page 3.2-138 of the Draft Program EIR, additional parking could be provided at the other non-downtown BART stations (page 3.2-139), and construction of additional parking at the non-downtown stations is required by Mitigation Measure TR-6.1.
- PH2-S7 Denise Lenz
- PH2-S7.1 The commentor is in favor of an alignment along the freeway. Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station to the character and quality of Downtown Livermore.
- PH2-S7.2 Please refer to Master Response 6 of this document, regarding issues related to crime and impacts to police services.
- PH2-S7.3 Please refer to Master Response 5 of this document, regarding parking in the downtown area.
- PH2-S8 Paul Weiss
- PH2-S8.1 The comment concerns the merits of a downtown station and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH2-S8.2 Construction impacts are discussed in Section 3.16, Construction Impacts, of the Draft Program EIR, including a requirement for a Construction Phasing and Traffic Management Plan (Mitigation Measure CI-TR-1.1). Please also refer to Section 3.5 in the Draft Program EIR regarding visual impacts of aerial alignments. Also please refer to Section 1.4 of this document regarding the new hybrid alternative, Alternative 2b, which includes an underground alignment down Portola Avenue to a downtown station, and continuing on to a terminus station at Vasco Road.

- PH2-S8.3 Please refer to Master Response 8, regarding Livermore’s contribution to funding.
- PH2-S9 Anthony Godrich
- PH2-S9.1 The comment concerns the merits of an alignment along I-580. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH2-S9.2 Land use effects of the BART extension are discussed in Section 3.3, Land Use, and urban sprawl or growth-inducement is discussed in Section 4.4, Growth Inducing Impacts, of the Draft Program EIR. Please note that BART and principal funding agencies such as MTC have adopted policies to promote compact, high-density development around station sites, and that the potential for transit-oriented development (TOD) at stations is an important factor in station selection, as discussed in the Draft Program EIR, Section 5.4.
- PH2-S9.3 Please see Table 3.2-20 on page 3.2-55 of the Draft Program EIR for the estimated number of BART trips generated from San Joaquin County for each alternative, demonstrating that several alternatives (not just those with a Greenville Station) will serve commuters from San Joaquin County. In addition, as noted in Section 5.4 in the Draft Program EIR, a BART extension would require increased development around station sites to meet MTC #3434 requirements.
- PH2-S10 Clay Widmayer
- PH2-S10.1 The commentor is in support of Alternative 2a because of economic, traffic, and energy benefits. Traffic and energy benefits are discussed in Sections 3.2 and 3.15 of the Draft Program EIR.
- PH2-S10.2 As requested by the commentor, this Final Program EIR includes a new option that is comprised of alignment segments from Alternatives 2a and 3. The new alternative, Alternative 2b, has a subway along Portola Avenue to a Downtown Livermore Station and continues at-grade to a terminus station at Vasco Road. The new alternative is described and its impacts analyzed in Section 1.4 of this document.
- PH2-S11 Dave Williams
- PH2-S11.1 For the extension project to move forward, a preferred project would need to be selected by the BART Board. That would be followed by a project-level EIR and development of a full-funding plan. Please see Master Response 8 regarding project funding and Livermore’s contribution to funding.
- PH2-S11.2 The commentor favors a freeway alignment. Please see Master Response 5, regarding the impacts of a Downtown Livermore Station, and Master Response 6, regarding safety and security around BART stations.

- PH2-S12 Ed Hallie
- PH2-S12.1 The commentor supports alternatives along the freeway to avoid environmental impacts of the non-freeway alignments. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH2-S12.2 As noted in the comment, the Portola Alternative (Alternative 3) would have a maintenance facility west of North Mines Road between First Street and the UPRR tracks. As stated in the noise analysis for the Portola maintenance yard (page 3.10-55 of the Draft Program EIR), the facility may generate day-night noise levels of 71 dBA and would exceed significance criteria. Therefore, noise impacts from the maintenance facility would be potentially significant. Please refer to Section 3.6 in the Draft Program EIR regarding the potential impacts to the Trevarno Road Historic District.
- PH2-S13 Tracy Cunningham
- PH2-S13.1 The comment concerns the merits of the Portola or Las Positas alternatives. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH2-S14 Bob Baltzer
- PH2-S14.1 This comment correctly states that for any alternative serving either the Isabel/I-580 or Greenville East Station to be eligible for regional funding, plans for future development of the two station areas—both of which lay partially outside the City’s existing Urban Growth Boundary (UGB)—would have to be developed and adopted. The location of these two stations on or near the UGB is illustrated on Figure 3.3-4 of the Draft Program EIR (page 3.3-21).
- As explained and analyzed in Section 5.4, Regional Transit-Oriented Development Policies, conformance to MTC Resolution #3434, and thus eligibility for MTC funding, requires that alternatives meet a corridor-wide station area housing threshold of 3,850 units. This threshold includes existing and planned units within one-half mile of stations. In the case of the Isabel/I-580 and Greenville East Stations, these one-half mile station areas extend beyond the City and County UGB. It follows that future development within those station areas would also conflict with UGB policy (see page 5-16, paragraph 3).
- PH2-S14.2 As requested by the commentor, this Final Program EIR includes a new option that is comprised of alignment segments from Alternatives 2a and 3. The new alternative, Alternative 2b, has a subway along Portola Avenue to a Downtown Livermore Station and continues at-grade to a terminus station at Vasco Road. The new alternative is described and its impacts are analyzed in Section 1.4 of this document.

- PH2-S15 Kirsten Whitlock
- PH2-S15.1 Please refer to Master Response 8 for a discussion of project funding and Livermore's contribution to funding.
- PH2-S15.2 Costs for the proposed alternatives are presented in Appendix B of the Draft Program EIR. Those costs are for the vehicles, right-of-way, stations, maintenance yards, and other facilities needed for an extension from the Dublin/Pleasanton Station to Livermore. The western terminus station for the Dublin/Pleasanton line is Daly City. Costs for other portions of the line between Dublin/Pleasanton and Daly City have not been identified.
- PH2-S15.3 Please refer to the Draft Program EIR pages 3.2-138 to 3.2-139 for discussion of parking for Downtown and non-Downtown Livermore Station alternatives. For parking demand, supply and the shortfall or surplus of parking compared to demand for each of the alignment alternatives, please refer to Tables 3.2-32 and 3.2-33 on pages 3.2-140 and 141, respectively, of the Draft Program EIR. The comment is correct that each alignment alternative includes additional parking.
- PH2-S15.4 The commentor supports the hybrid alignment. See Response 15.1. Bus service by local providers, such as LAVTA, would likely realign existing routes to serve a new station. However, BART would welcome the use of any additional transit service, such as shuttle busses by local employers that would enhance local transit service.
- PH2-S16 Robert Allen
- PH2-S16.1 The commentor supports Alternative 4, the one-station alternative to Isabel/I-580, and is concerned about cost. Project costs for each alternative are provided in Appendix B of the Draft Program EIR. CEQA requires a general description of a project's economic characteristics but does not require a more detailed cost analysis. The BART Board of Directors will consider the merits of the alignment alternatives, including costs, during the final hearing to select a preferred alternative. Please note that the table referred to in this speaker's comment is included in the record as an attachment to Comment Letters 50, 51, and 52, and is included in the responses to those written comments.
- PH2-S16.2 The comment also suggests extending BART along the I-580 median to a station north of the I-580 along the Southern Pacific right-of-way. For a discussion of an alternative with a station north of I-580 see Response 42.4. As noted beginning on page 3.3-35 in Section 3.3, Land Use, various alignments would have a less-than-significant effect related to the division of communities (great wall effect). Visual impacts of the aerial structures were addressed in Section 3.5 of the Draft Program EIR.

- PH2-S17 Tom O'Neill
- PH2-S17.1 Please refer to Section 4.4, Growth-Inducing Impacts, in the Draft Program EIR regarding transit-oriented development requirements and the potential for growth-inducing impacts. As discussed in the Draft Program EIR, page 1-13, promoting TOD opportunities is an important objective of the project.
- PH2-S18 Esther Waltz
- PH2-S18.1 The commentor supports an alternative with a downtown station. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH2-S19 Valerie Raymond
- PH2-S19.1 Please refer to Responses 106.1 through 106.4, and Response 106.17, regarding similar issues raised by the speaker in her comment letter.
- PH2-S20 Carol Mahoney
- PH2-S20.1 BART will continue to work with the Zone 7 staff and Board of Directors as the project moves forward.
- PH2-S20.2 BART acknowledges that Zone 7 is a current and future property owner in the Chain of Lakes area, and the EIR has been revised to reflect this. Please see Response 12.2.
- PH2-S21 Sarah Palmer
- PH2-S21.1 The commentor supports the hybrid alternative or having a terminus station at Greenville. This Final Program EIR includes an option that is comprised of alignment segments from Alternatives 2a and 3. The new alternative, Alternative 2b, has a subway along Portola Avenue to a Downtown Livermore Station and continues at-grade to a terminus station at Vasco Road. The new alternative is described and its impacts are analyzed in Section 1.4 of this document. Alternatives 1, 1a, and 1b include a terminus station at Greenville, and their impacts are described in the Draft Program EIR.
- PH2-S22 Martin Isenburg
- PH2-S22.1 The commentor supports a downtown station. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S23 Gary Oehrle

PH2-S23.1 A summary of the visual impacts of each alternative is provided in Table 3.5-1 of the Draft Program EIR (page 3.5-18). All of the build alternatives, with the exception of Alternatives 3 and 4, were found to have potentially significant and unavoidable impacts related to visual compatibility. In addition, all of the build alternatives, with the exception of Alternative 4, were found to have potentially significant impacts related to light and glare. All elements of the alternatives, including alignments/routing, stations, and yards, were considered in these conclusions.

As explained in Section 3.5, Visual Quality, the standards of significance for determining visual impacts are based on CEQA Guidelines and professional judgment (page 3.5-14, paragraph 4). According to CEQA Guidelines Appendix G, a significant impact related to view obstruction would occur in the event of a “substantial adverse effect on an important view or scenic vista that is normally experienced by large numbers of people” (see Draft Program EIR, page 3.5-14, second bullet point). As explained under Methodology on page 3.5-15, all of the perspectives selected for photosimulations in the Draft Program EIR were chosen because they are considered representative vantage points of the project, as viewed by a principal user group. None of the maintenance yard locations were deemed representative vantage points that would be viewed by large numbers of people.

As pointed out in this comment, the Greenville Yard would be constructed on a large, approximately 120-acre site (page 2-15). It would contain structures ranging in height from one to two stories and up to three stories for the yard control tower (page 2-52, paragraph 1). Still, the Draft Program EIR concludes that the yard would not adversely affect the surrounding visual setting, as it would not introduce elements that are vastly different from the existing light industrial and highway commercial uses near the site. The possible 100-foot communication tower would be narrow enough such that views are not significantly obstructed (page 3.5-22, paragraph 4). Although the position of the yard, which would be at-grade at the base of the 1-580 overpass, would be highly visible to westbound drivers, it also means that the yard is unlikely to adversely affect views (page 3.5-38 to 3.5-39).

The impacts of each alternative associated with light and glare are fully assessed in the Draft Program EIR. Any alternative that creates a new source of light or glare that adversely affects day or nighttime views would result in a potentially significant visual impact (page 3.5-15, first bullet point). As summarized in Table 3.5-1 (page 3.5-18), all of the alternatives, with the exception of Alternative 4, would have potentially significant impacts related to light or glare. Table 3.5-2 (pages 3.5-19 to 3.5-21) identifies light from either the Greenville Yard, Vasco Yard, or Portola/Railroad Yard as largely responsible for these impacts. The Draft Program EIR also states that these impacts could be reduced to less-than-significant levels via the development of sensitive lighting design specifications (Mitigation Measure VQ-4.1, page 3.5-44).

PH2-S23.2 Greenville Yard is one of three locations considered for a maintenance facility. The location of the maintenance facility is dependent on the alignment of the preferred alternative and a number of related factors, including available land, topography, access, and the location of the terminus station. Any alternative location would need to satisfy a variety of criteria.

PH2-S24 Dennis Manzo

PH2-S24.1 The Final Program EIR does not consider an alternative with a subway to a downtown station combined with a freeway station at Greenville. However, the Final Program EIR does contain a new alternative, Alternative 2b, that is similar to the alternative suggested by the commentor. Alternative 2b has a subway along Portola Avenue to a Downtown Livermore Station and continues at-grade to a terminus station at Vasco Road. The new alternative provides similar benefits to the alternative suggested by the commentor, and the new alternative is described and its benefits and impacts are analyzed in Section 1.4 of this document.

Although a subway to a downtown station with a terminus station at Greenville was not evaluated in the Draft Program EIR, all the alignment segments, right-of-way configurations and station locations suggested by this commentor were evaluated, and the benefits and impacts of the individual segments are evaluated in the Draft Program EIR. This combination of segments and stations does not provide the same level of benefits as other alternatives, and has additional impacts that are not present in other alternatives. This combination of segments would have been the longest mileage of any of the alternatives to incorporate a subway segment, and thus would have been the most costly alternative to build--more costly than Alternative 2b, which is currently the highest cost alternative at \$3.83 billion. This configuration would have added approximately \$300 to \$400 million to the cost of the project, based on average unit mileage cost. Alternative 2b, with Vasco Road as the freeway intercept station site, accomplishes the same goals as the alternative suggested by this commentor and provides similar benefits, without the added cost of building a longer alignment to Greenville. Further, the station and yard sites at Greenville are constrained by biological issues and may not be feasible to build. Please refer to Master Response 7 regarding potential restrictions on the use of the Greenville Yard and Greenville Station sites due to biological concerns. The Greenville station site also has limitations on development due to the proximity to the Urban Growth Boundary (UGB) and the presence nearby of sensitive species and habitats, and thus it would be more difficult to meet the MTC TOD requirements with the Greenville site substituting for the Vasco site. This would mean that more development would need to be concentrated in Downtown Livermore to meet the MTC TOD levels, which would create more impacts in Downtown Livermore. For these reasons, this alternative was not considered reasonable and feasible.

- PH2-S25 Chris George
- PH2-S25.1 The commentor supports a Downtown Livermore Station and the “hybrid” alternative. This Final Program EIR includes an option that is comprised of alignment segments from Alternatives 2a and 3. The new alternative, Alternative 2b, has a subway along Portola Avenue to a Downtown Livermore Station and continues at-grade to a terminus station at Vasco Road. The new alternative is described and its impacts are analyzed in Section 1.4 of this document.
- PH2-S26 Francisco Diemond
- PH2-S26.1 Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station including parking and traffic in Downtown Livermore.
- PH2-S26.2 The Draft Program EIR examined the effects of BART on the community, including traffic and parking (Section 3.2), land use (Section 3.3) and noise (Section 3.10). Please see Master Response 5 for a discussion of expected impacts of a Downtown Livermore Station and Master Response 6 for safety and security around BART stations. A change in private property values, in itself, is not considered an environmental impact under CEQA.
- PH2-S27 John Shirley
- PH2-S27.1 This comment correctly states that project approval and funding by the Metropolitan Transportation Commission (MTC) is dependent upon conformance to regional transit-oriented development (TOD) policy. As explained and analyzed in Section 5.4, Regional Transit-Oriented Development Policy, MTC’s Resolution #3434 TOD policy establishes that BART extensions must meet a corridor-level, station area threshold of 3,850 housing units, including existing and planned units. The degree to which each alternative satisfies this threshold is summarized in Table 5-4 (page 5-15). As shown in Table 5-4, although the number of housing units around the Isabel/I-580 Station is expected to increase significantly by 2030, it will remain below the corridor-level average of 3,850 units. As this comment points out, the Downtown Livermore Station area was found to have the highest potential for future housing, the result of 1,841 existing units supplemented by future housing that would result from high-density residential development policy contained in the Livermore’s Downtown Specific Plan.
- PH2-S27.2 This comment supports an underground alignment because of environmental and safety concerns. Noise and vibration impacts from underground and above-ground alternatives are discussed in Section 3.10 in the Draft Program EIR.
- PH2-S27.3 The comment concerns the merits of a downtown station combined with a station at Greenville and does not concern the adequacy of the Draft Program EIR or BART’s

compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S28 Mike Ansell

PH2-S28.1 The commentor concerns the merits of a station at Isabel/I-580 and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S28.2 This comment concerns the merits of a project alternative and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S28.3 The commentor supports a Downtown Livermore Station and a station at Greenville. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S29 Neil Smith

PH2-S29.1 This comment concerns the merits of choosing an alignment along the I-580 corridor due to concerns about cost and right-of-way preservation. This comment does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S30 Tamara Reus

PH2-S30.1 This comment supports choosing an alignment through downtown and the "hybrid" alternative. See Section 1.4 of this document for a description and analysis of impacts of the "hybrid" alternative. A discussion of transit-oriented development potential and constraints associated with the urban growth boundary for each alternative are provided in Section 5.4 in the Draft Program EIR. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S31 Susie Edgar-Lee

PH2-S31.1 Please refer to Response PH2-S30.1 concerning the merits of Alternative 2a through downtown with a Vasco Station terminus. Also, please refer to Master Response 5 regarding issues at the Downtown Livermore Station site, including traffic and parking issues.

PH2-S31.2 Section 3.5, Visual Quality, fully assesses the impacts of each alternative associated with light and glare. As stated on page 3.5-15 (first bullet point), any alternative that creates a new source of light or glare that adversely affects day or nighttime views would result in a potentially significant visual impact, as per CEQA Standards of Significance. As summarized in Table 3.5-1 (page 3.5-18) all of the alternatives, with the exception of Alternative 4, would have potentially significant impacts related to light or glare. Table 3.5-2 (pages 3.5-19 to 3.5-21) identifies that it is light from either the Greenville Yard, Vasco Yard or Portola/Railroad Yard that is responsible these impacts.

The Draft Program EIR concludes that these impacts could be reduced to less-than-significant levels via the development and implementation of sensitive lighting design specifications (Mitigation Measure VQ-4.1, page 3.5-44). These specifications include the screening and shielding of light sources, in order to reduce spillover light onto neighboring residential properties and avoid aircraft safety concerns. They would be developed as part of station lighting plans, in consultation with a lighting design specialist.

PH2-S32 Eamsee Lakamsani

PH2-S32.1 Please refer to Response PH2-S30.1 concerning the merits of Alternative 2a through downtown. Please refer to Master Response 6 regarding safety and security issues around BART stations. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S32.2 Please refer to Master Response 1 regarding program-level versus project-level review. At this time, the layout of each of the stations is not known; however, as part of the project-level analysis the parking, pedestrian, and bicycle connections would be evaluated further. Also, local transit would likely reroute their service to include the new stations. BART would welcome the use of any additional transit service, such as shuttle busses by local employers that would enhance local transit service.

PH2-S33 Jeff Kaskey

PH2-S33.1 The comment refers to the merits of Alternative 3. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

PH2-S33.2 Please refer to Master Response 6 of this document, regarding the relationship of BART stations and crime. The comment refers to planning that has been completed in associated with the Caltrain stations along the Peninsula and the transit and urban development around those stations. As noted in the Draft EIR, transit-oriented development would be required around each new BART station, and local transit would likely reroute their service to include the new stations.

- PH2-S33.3 This comment concerns the merits of choosing a phased approach to project implementation. A phased construction schedule would be considered when a specific project is proposed, as part of project-level EIR evaluation. However, both the one-station alternatives (Alternatives 4 and 5) could be constructed and then extended in a subsequent phase, so that no removal of phase 1 facilities would be necessary.
- PH2-S33.4 This comment concerns the merits of choosing a downtown station. This comment does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives and station locations during the final hearing to select a preferred alternative. Please refer to Master Response 5 regarding issues at the Downtown Livermore Station site.
- PH2-S34 Rushell Saedecor
- PH2-S34.1 The comment refers to the merits of a downtown station and opportunities for transit-oriented development (TOD). As discussed in the Draft Program EIR, page 1-13, promoting TOD opportunities is an important objective of the project. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH2-S35 Rebecca Harris
- PH2-S35.1 The alignment for Alternative 1a through the Chain of Lakes area would be an aerial configuration. The vertical alignment for Alternative 1a through the Chain of Lakes area is indicated in Figure 2-6 in the Draft Program EIR (page 2-18), and described on page 2-17. Please refer to Master Response 3 regarding impacts associated with the aerial alignment through the Chain of Lakes.
- PH2-S35.2 Please refer to Section 3.2 in the Draft Program EIR regarding ridership and commuter origins for each alternative. As noted, all alternatives, not just the Greenville alternatives would draw commuters from further east. Please refer to Section 5-4 in the Draft Program EIR, and Master Response 5 of this document regarding issues at the Downtown Livermore Station site, including transit-oriented development, traffic, and parking issues. A change in private property values, in itself, is not considered an environmental impact under CEQA. Please refer to Master Response 6 regarding safety and security issues around BART stations. The impacts of constructing a subway along Portola Avenue (Alternative 3) are described in Section 3.16, Construction Impacts.
- PH2-S36 Henry Shay
- PH2-S36.1 Please refer to responses to Comment Letter 112 from the speaker, in particular Response 112.2.

PH2-S37 Jim Hamilton

PH2-S37.1 A change in private property values, in itself, is not considered an environmental impact under CEQA. Noise is discussed in Section 3.10, Noise and Vibration, of the Draft Program EIR. Table 3.10-8 on page 3.10-23 summarizes the anticipated noise and vibration impacts from the alternatives in the program and the expected results from mitigation efforts. For the alternatives that go through central Livermore, noise from train operations, substations and local traffic were all identified as potentially significant issues. To minimize these impacts, the Draft Program EIR identifies mitigation measures such as sound walls; see NO-1.1 on page 3.10-53. However, sufficient information is not available under this program-level analysis to conclude with certainty that this mitigation would reduce impacts to less-than-significant levels. BART would carefully examine noise impacts and mitigation measures in the project-level EIR when a specific project is proposed and more detailed designs are available, to determine if impacts can be reduced further. Please refer also to Master Response 5, which discusses noise impacts in Downtown Livermore.

PH2-S37.2 The comment refers to the merits of the alternatives. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.

As explained beginning on page 3.7-35 of the Draft Program EIR, in the analysis of impact *GEO-1 Ground Rupture*, there would be a high potential for fault rupture effects in the Alquist-Priolo Earthquake Fault Zone along the Greenville fault. The Greenville Station (Alternatives 1, 1a, and 1b) and the Greenville Maintenance Yard would be required to be constructed to BART Facility Standards, which incorporate State and federal code requirements, as well as those listed on page 3.7-36 of the Draft Program EIR. Consequently, site-specific investigations would be required in the Alquist-Priolo Earthquake Fault Zone to determine the location of on-site fault traces; no structures for human occupancy would be permitted to be constructed across an active fault trace; station/maintenance structures and buildings would be required to be constructed in accordance with the seismic standards of the California Building Code; and aerial structures would be designed to the standards set forth by Caltrans Bridge Design Specifications, the American Concrete Institute Building Code Requirements for Reinforced Concrete, and the American Institute of Steel Construction's Allowable Stress Design Specifications and Load and Resistance Factor Design Specifications. The required design and construction would reduce the risk of injury, damage, or loss from ground rupture to less than significant.

PH2-S37.3 This comment concerns the merits of building an extension to Livermore. The BART Board of Directors will consider the merits of the program and the alignment alternatives and station locations during the final hearing to select a preferred alternative.

PH2-S38 Bill Zagotta

PH2-S38.1 This comment concerns the merits of a downtown station. The BART Board of Directors will consider the merits of the station locations during the final hearing to select a preferred alternative. Please refer also to Master Response 5 for additional information on impacts in Downtown Livermore.

PH2-S38.2 Future housing development associated with existing land use plans and policies is assessed in Section 3.3, Land Use and Section 5.4, Regional Transit-Oriented Development Policy, of the Draft Program EIR. Both sections identify the Downtown Livermore Station area as a locus of future residential development. As illustrated in Draft Program EIR Figure 3.3-5 (page 3.3-29), a large quantity of the Downtown Livermore Station area is designated for either Multi-Family Residential or Downtown Area land use by the Livermore General Plan. As such, the area supports both mixed-use and urban-oriented, multi-family residential development (page 3.3-32, paragraph 3).

The Draft Program EIR also explains that the Downtown Area land use designation is associated with the Livermore Downtown Specific Plan, which calls for the reestablishment of downtown as a viable city center (page 3.3-25, final paragraph). As shown in Draft Program EIR Figure 3.3-4 (page 3.3-21) the majority of the Downtown Livermore Station footprint is located within the 272-acre plan area. Specifically, the one-half mile Downtown Livermore Station area partially contains two districts identified by the Downtown Specific Plan as centers of transit-oriented development (page 3.3-26, paragraph 2).

Future residential development in Downtown Livermore is also assessed in Section 5.4, Regional Transit-Oriented Development Policy, as part of the analysis of each alternative's consistency with MTC Resolution #3434 (page 5-14). As explained on page 5-14, housing projection estimates for each station area are based on growth assumptions from the City of Livermore General Plan, as well as various specific and neighborhood plans and planned development projects (paragraph 5). As shown in Table 5-4 (page 5-15), the year 2030 housing projection for the Downtown Livermore Station area is the highest of all five station areas.

PH2-S38.3 Please see Draft Program EIR Figure 3.2-5 (page 3.2-68) and Response 109.14 for a detailed discussion of the traffic impacts. In summary, while the alternatives do have some beneficial freeway impacts, all of the alternatives generate more traffic over the Altamont Pass, which causes localized increased traffic congestion on I-580 east of the eastern terminus station for the BART alternatives.

PH2-S38.4 All crossings of the BART tracks will be grade separated with either an underpass or overpass, so there will be no barriers to traffic flow. Please refer to the Draft Program EIR Tables 3.2-14, 3.2-15, and 3.2-16 on pages 3.2-37 through 3.2-39 for proposed

intersection and roadway improvements in Pleasanton and Livermore near the study area, respectively. For noise issues please refer to Section 3.10, Noise and Vibration, of the Draft Program EIR.

PH2-S38.5 This comment concerns the need for parking at a Downtown Livermore Station. BART provides parking for customer access at most stations on the system with the exception of stations in San Francisco (except Glen Park), and the Downtown Oakland and Downtown Berkeley stations. All suburban stations provide parking, including in the downtowns of smaller cities, such as Hayward, Walnut Creek, Lafayette, and Orinda. As described on page 3.2-138 under Impact TR-6, the parking supply at the Downtown Livermore Station was purposely constrained to be consistent with the parking and land use policies for the downtown area. Table 3.2-32 shows the parking deficit anticipated at the downtown station in the various alternatives.

PH2-S39 Darryl Wood

PH2-S39.1 This comment concerns a new alternative proposed by the commentor that would have a subway to and underground station in Downtown Livermore and a terminus station at Greenville. This alternative would be similar to Alternative 2b, except that it would be extended to Greenville instead of terminating at Vasco Road. Please see the description of Alternative 2b in Section 1.4 of this document. The commentor proposes that future infill stations could be built at Isabel/I-580 or at Vasco Road after the tracks were built to Greenville. Please refer to Response PH2-S24.1, regarding the reasons that the basic alternative combining an underground station in Downtown Livermore with an extension to a Greenville station was not considered in the Draft Program EIR. Regarding future infill stations, this document has not considered three-station alternatives, primarily because of cost considerations. Future phasing will be examined in the project-level EIR/EIS. The purpose of the Program EIR is to allow the selection of a preferred alignment to be made, enabling right-of-way preservation. Provisions for future infill stations, if feasible, would simply be made along the chosen alignment, thus it is not critical to decide on their locations at this time.

PH2-S40 Steve Plummer

PH2-S40.1 This comment concerns the merits of the alternatives that use the Chain of Lakes/Stanley Boulevard corridor. Please refer also to Master Response 3 for additional information on the alignments through the Chain of Lakes. Traffic, land use (including physical division of an existing community), noise, and visual/ light and glare issues are addressed in Section 3.2, Transportation, Section 3.3, Land Use, Section 3.10, Noise and Vibration, and Section 3.5, Visual Quality, of the Draft Program EIR, respectively. A change in private property values, in itself, is not considered an environmental impact under CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

- PH2-S40.2 This comment concerns the merits of Alternative 1. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.
- PH2-S41 Stanley Bishop
- PH2-S41.1 This comment concerns the need for additional parking to access BART and the amount of funds paid to BART by local residents. Parking is discussed in Section 3.2, Transportation, of the Draft Program EIR, with the parking supply proposed for each station and the parking demand shown in Table 3.2-32 on page 3.2-140. Please refer to Master Response 8 for a discussion of the funding for the project and Livermore's contribution to funding.
- PH2-S41.2 Please refer to the Draft Program EIR, pages 3.2-138 to 3.2-139 for discussion of parking for downtown and non-downtown station alternatives. For parking demand, supply and the shortfall or surplus of parking for each alignment alternative, please refer to Tables 3.2-32 and 3.2-33 on pages 3.2-140 to 141. Please refer to page 3.2-42 to the section entitled "Parking Improvement Projects" for discussion of parking improvement plans in the BART station areas. It is not BART's policy to give parking preference to residents of one city over another. However, if the City of Livermore were to provide parking for the BART station, the city would have to option of giving preference to its residents.
- PH2-S42 Joseph Rard
- PH2-S42.1 Please refer to Master Response 7 for a discussion of potential habitat issues at the Greenville Yard site.
- PH2-S42.2 Please refer to Table 3.2-22 on pages 3.2-57 and 3.2-58 of the Draft Program EIR. This table shows the estimated mode of access characteristics for the BART extension alternatives. The modes of access differ between the stations and reflect certain characteristics of the station and station area. For example, stations close to residential and employment population centers would be expected to have a higher walk mode share. It is also important to note that these estimates are based on current land use policies and do not consider potential transit oriented-development that could occur around stations should the cities or the County opt to allow greater development densities around the stations. For those alternatives with a station in Downtown Livermore the percentage of the BART patrons entering the station by walking ranged from 4 to 7 percent, while those using park-and-ride ranged from 49 to 56 percent. It is correct that access by auto would be predominant mode of travel to a downtown station. However, it is important to note that the access characteristics of the suburban stations sites located away from developed areas such as the Greenville East and the Isabel/I-580 stations is much more auto oriented, with as much as 80 percent of the access occurring by auto. It is correct that existing land uses and station alternatives

would support using BART to commute to work. For each of the alternatives it was assumed that LAVTA bus services would be reconfigured to serve the new BART stations (see page 3.2-132 of the Draft Program EIR).

- PH2-S42.3 This comment concerns the merits of having a station close to Las Positas College. The BART Board of Directors will consider the merits of the station locations and alternatives during the final hearing to select a preferred alternative.
- PH2-S43 Harry Briley
- PH2-S43.1 As shown on Draft Program EIR Figures 3.10-7, 3.10-8, 3.10-10, and 3.10-12, Alternatives 1a, 1b, 2a, and 3a may result in significant noise increases to sensitive receptors near Stanley Boulevard. To minimize these impacts, the Draft Program EIR identifies several mitigation measures. Noise mitigation measures as outlined under NO-1.1 on page 3.10-53 would be evaluated to reduce noise levels from the BART trains, e.g., sound walls. However, sufficient information is not available under this program-level analysis to conclude with certainty that this mitigation would reduce impacts to less-than-significant levels. BART would carefully examine noise impacts and mitigation measures when a specific project is proposed and more detailed designs are available, in the project-level EIR, to determine if impacts can be reduced further.
- PH2-S44 Marcha Futch
- PH2-S44.1 This comment concerns the merits of an alternative serving Downtown Livermore and Vasco Road. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.
- PH2-S45 Jim Waldron
- PH2-S45.1 It is correct that access by auto would be predominant mode of travel to BART stations, wherever they are located. For those alternatives with a station in Downtown Livermore the expected percentage of the BART patrons entering the station by walking ranges from 4 to 7 percent, while those using park-and-ride ranges from 49 to 56 percent. However, it is important to note that the access characteristics of the suburban stations sites located away from developed areas such as the Greenville East and the Isabel/I-580 stations is much more auto oriented, with as much as 80 percent of the access occurring by auto. It is also important to note that these estimates are based on current land use policies and do not consider potential transit oriented-development that could occur around stations should the cities or the County opt to allow greater development densities around the stations.
- PH2-S45.2 Please refer the Draft Program EIR, page 3.2-40 to the section entitled "Connecting Transit Improvement Projects" for discussion of future planned transit connection improvements expected for the Livermore, Pleasanton, and Dublin areas. It is expected

that existing bus routes would be reconfigured to respond to changes in demand and to provide service to the BART extension stations. As this Program EIR is intended to provide a comparison of alternatives, development of detail plans for bus and shuttle access to stations have not been prepared. A more detailed bus and shuttle service plan would be part of any project-specific EIR which is to be prepared in the future.

PH2-S46 Clyde Hoenig

PH2-S46.1 This comment concerns the merits of an alternative with a Greenville station. Please see Response PH2-S36.1 regarding the Urban Growth Boundary in the Greenville area. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative. Please refer to Master Response 7 regarding the Greenville location.

PH2-S46.2 Transit-oriented development (TOD) as identified in the EIR includes all development within a one-half mile radius around the stations (station area). This represents the area that would be easily accessible to the station by persons without a vehicle, such as pedestrians or bicycles. Refer to Section 5-4 regarding regional transit-oriented development policies and an evaluation of the existing development and/or potential for TOD around each station.

PH2-S46.3 Please refer to Table 3.2-18 on page 3.2-54 in the Draft Program EIR. This table shows the total BART ridership for the No Build Alternative and all BART extension alternatives. New BART ridership for each alternative is the difference between the No Build System Ridership and the individual Alternatives System Ridership presented in the "Change from No Build with Extension" column. Contrary to the statement made by the commentor, these new riders are already included in the total ridership forecast, and included in the estimates of station parking demand.

PH2-S46.4 Please refer the Draft Program EIR, page 3.2-40 to the section entitled "Connecting Transit Improvement Projects" for discussion of future planned transit connection improvements expected for the Livermore, Pleasanton, and Dublin areas. It is expected that existing bus routes would be reconfigured to respond to changes in demand and to provide service to the BART extension stations. As this Program EIR is intended to provide a comparison of alternatives, development of detail plans for bus and shuttle access to stations have not been prepared. A more detailed bus and shuttle service plan would be part of any project-specific EIR which is to be prepared in the future.

PH2-S47 Ron Acciaioli

PH2-S47.1 This comment refers to automated parking systems for parking garages. The commentor sent information on two systems to BART, and the brochures were received. This comment does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA and no further response is warranted.

- PH2-S48 John Shirley
- PH2-S48.1 Please refer to Master Response 8 concerning the timing for the extension.
- PH2-S49 Robert Allen
- PH2-S49.1 Please refer to responses to the speaker's written comments in Comment Letters 42 through 52.
- PH2-S50 Dave Williams
- PH2-S50.1 Please refer to Master Response 8 concerning the funding for the extension and Livermore's contribution to the funding.
- PH2-S50.2 Please refer the Draft Program EIR, page 3.2-42 to the section entitled "Parking Improvement Projects" for discussion of parking improvement plans for the BART station areas. It is not BART's policy to give parking preference to residents of one city over another. However, if the City of Livermore were to provide parking for the BART station, the city would have to option of giving preference to its residents.
- PH2-S51 Esther Waltz
- PH2-S51.1 Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station to the character and quality of Downtown Livermore.
- PH2-S52 Virgil Stranger
- PH2-S52.1 This comment concerns employing Californians to build the extension. This is not a CEQA issue and no further response is warranted.

Public Hearing 3

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BART TO LIVERMORE EXTENSION PROGRAM
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)
PUBLIC HEARING

Pleasanton City Council Chambers
Pleasanton, CA
wednesday, January 6, 2010
6:30 p.m.

REPORTER'S TRANSCRIPT OF PROCEEDINGS
BY: JUDITH LARRABEE, SHORTHAND REPORTER

CLARK REPORTING AND VIDEOCONFERENCING
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APPEARANCES

Scott Haggerty, Alameda County Board of Supervisors
John McPartland, BART Board of Directors, District 5
Bill Hurrell, Senior VP, Wilbur Smith Associates
David Early, Design, Community & Environment

MEMBERS OF THE PUBLIC

Speaking in Order of Appearance

- Victor Bailey
- Bob Baltzer
- Jim Sandler
- Paul Weiss
- Nick Tynan
- Clay Widmayer
- Chris Moore
- Nancy Allen
- Heidi Massie
- Dave Williams
- Mary Ann Brent
- Paul Kendall
- Doug Mann
- Terese Cunningham
- Dave Lowell
- Joel Villasenor
- John Butera
- Heather Truro
- Corinna Wise
- Chuck Weir
- Alejandro Perez
- AJ Machaevich
- Gary Mello
- Robert Allen
- Herb Ritter
- David Lackey
- Jim Lenz

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Don Kahler

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PROCEEDINGS

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2 MR. EARLY: Good evening. I'm David Early. I'm a
3 consultant to BART, helping to facilitate these public
4 hearings regarding the BART to Livermore extension EIR
5 process. Thank you all for being here this evening. Right
6 now I'm going to keep this very short and just thank you
7 all for being here. We do have a formal presentation for
8 you, and then we're going to open it up for the public
9 hearing this evening, and I will explain more about that
10 once we get started. But before that, the first order of
11 business really is to introduce Supervisor Scott Haggerty
12 from Alameda County who is here this evening and is going
13 to say a few remarks and then introduce your BART director
14 as well.

15 SUPERVISOR HAGGERTY: First of all, I want to thank
16 everybody for coming out. I think it's really important.
17 It's a very important part of the process.
18 I think, clearly, there's one thing we can be all very
19 happy with is that we're talking about extending BART
20 beyond Pleasanton. What that does is that gets traffic off
21 580. It gets the traffic out of Pleasanton and city
22 streets, and quite frankly, I think it's a win-win in
23 relationship to climate change and the overall air quality.
24 I just sat probably six hours at the Air District today
25 talking about air quality and Pleasanton came up several

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1 times and this BART extension will do a lot in cleaning the
2 air here in the Tri Valley which, I might add, is an area
3 of concern for the air district due to the plumes.

4 I think what we all cannot agree on is the alignments.
5 Each of you came here tonight and you know there's an
6 alignment that you don't want to see, an alignment where
7 you scratch your head and said, "what are you thinking?
8 why are they doing this?"

9 Quite frankly, a lot of these alignments are alignments
10 that we have to study to satisfy the Environmental Impact
11 Report to make sure we don't get sued. So if you see
12 something you like, for example, BART running through the
13 future Chain of Lakes, say it. It's okay. It's okay to
14 say it. Believe me. As your county supervisor, I've heard
15 enough of it in the last month and a half. And it would be
16 very hard for me to ever vote for an alignment that moved
17 through the Chain of Lakes. So there. I've tipped my hand
18 to you.

19 If you don't want it in the Chain of Lakes, that's fine
20 with me. But one thing I do want, I want a BART extension
21 down in the city of Livermore. So I am going to take the
22 path of least resistance. And if I go through the Chain of
23 Lakes, something tells me I'm going to get sued by
24 somebody. I don't really want that. Well, John will get
25 sued. But neither one of us wants that because both of

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1 us -- you can tell by our hair -- don't have a lot of time
2 to get this BART extension going. And some of us have been
3 working on it for quite a long time.

4 So don't be afraid to speak your mind. Respectfully is
5 great. But don't be afraid to say, "You know what? I
6 think this alignment stinks. This is my reasons." And

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7 that's fine. So feel free.
8 I will say this. We are further along -- I've been a
9 county supervisor now for 13 years. We are further along
10 today in getting BART down to Livermore and clearing the
11 580 mess up than we've ever been. And I'm going to tell
12 you the reason why. John McPartland.
13 John is your BART director. How long you been on now?
14 A year?
15 DIRECTOR MCPARTLAND: A year and two weeks.
16 SUPERVISOR HAGGERTY: A year and two weeks. He
17 counts them by days. I don't. But really, because of
18 John's work, we are now in an Environmental Impact Report
19 that hopefully someday -- and I don't know if you know
20 this, but I chair the Metropolitan Transportation
21 Commission which is the group that has the money to build
22 these kinds of extensions -- and if we can get this
23 Environmental Impact Report done, then we can start working
24 with our federal and our state legislators to make sure
25 that we can at least get on the list to make sure we start

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1 getting funding to build this project. I think that is the
2 one thing we all agree on in this room. Where we disagree
3 on, let's talk about it.
4 With that, I'd like to introduce our great BART
5 director, John McPartland. Thank you.
6 DIRECTOR MCPARTLAND: Tonight what we're going to
7 end up doing is discussing the BART alignments. And I
8 think Scott gave a very good introduction for that.
9 I've only been a BART director for a little bit over a
10 year, but it's very plain that the primary mandate of being
11 elected in the first place was so that we could end up
12 getting BART to Livermore.
13 Now, having said that, there's a lot of emphasis going
14 with the Livermore community. But I don't represent only
15 Livermore. I represent the entire Tri Valley area. I
16 represent you. And Scott ended up tipping his hand. I
17 can't do that, make that kind of commitment. He's pretty
18 much stole all of the thunder and gave you a very good
19 overview from the standpoint of this is a legal
20 requirement. We have to have the EIR. We have to consider
21 all the potential alignments. And that's what we've done.
22 So we're fulfilling an obligation that we have. And
23 your comments that you end up having tonight are going to
24 end up being taken into consideration. They're going to
25 end up being answered, each and every one of them.

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1 Now, I keep getting more and more polished at this.
2 Quite frankly, I stand in the shadow of a gentleman from
3 the Planning Department in BART by the name of Malcom Quint
4 But Malcom has been under the weather lately, and so in
5 order to be able to give the presentation, we have an
6 engineer who is going to end up doing a better job. He's
7 Bill Hurrell, Senior Vice President of Wilbur Smith
8 Associates. And so he's going to end up giving you the
9 blow by blow, the presentation that will track with the
10 material that you have in your hand.
11 Don't forget that at any time that you have problems
12 associated with BART beyond the scope of what we're doing
13 right here tonight, as far as all the facilities of BART:
14 security, safety, reliability and everything else, you can
15 end up calling BART directly. You can end up e-mailing
16 BART. Everything is going to end up coming to me, and I
17 will be responding to every person that has a specific

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18 concern that can't be handled through any other means.
19 I'll end up seeing to it that you get satisfaction. All
20 right? That's what you hired me for. The pay sucks but
21 that's what you hired me for.

22 At this time I'd like to go ahead and turn it over to
23 Bill.

24 MR. EARLY: Before Bill gets started, I just want
25 to do a couple of things. First I want to acknowledge also

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1 that Council Member Jerry Thorne from the City of
2 Pleasanton is here. Jerry, you want to stand up and say
3 hello to people? Thank you.

4 And then I did want to mention also that there are a
5 few free chairs here among the audience for those of you
6 who are in the back. We are also setting up some chairs at
7 the back of the room and a few along the side. I just hate
8 to see ya'll standing through this presentation. Bill is
9 going to be fascinating, but you still might want to sit
10 down. So if you do want to take a chair, we'll get some
11 more in the back, and we do have a few along the side here
12 as well.

13 And with that said, let me turn it over to Bill
14 Hurrell, Senior Vice President with Wilbur Smith Associates
15 to give the presentation.

16 MR. HURRELL: Thank you, David. As David said,
17 there are chairs. So let's just take another minute. I
18 see several all around. Please feel free to come up and
19 grab a seat because it is tiring to stand.

20 Tonight what we're going to do is talk about the Draft
21 Program EIR for the BART to Livermore extension. The first
22 thing is that the document itself was published November
23 fifth, and so now we're in what's called the Review Period.
24 It's a very critical stage right now because the draft
25 document is out in the street, and as was previously said,

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1 this is your opportunity to make comments on the document,
2 and this is the third public hearing that we've had. Each
3 one has been very well attended. We've had lots of
4 comments. We're hoping to receive the same tonight.

5 The key thing about the Program EIR is that it looks at
6 a number of alternatives, but our goal is to try to
7 identify what the preferred alternative would be. The
8 reason we want to do this is because it is very important
9 that we preserve the right of way for the BART extension in
10 the future. It takes a long time to make these things
11 happen, but if we don't preserve the right of way, it will
12 be extremely difficult for a BART extension to occur. So
13 that's what this is all about.

14 Some of the key objectives of the program. I think
15 they are pretty simple. Ridership. That's what BART is
16 all about, is to attract riders. We want convenient
17 connections to the other modes in the area, particularly to
18 ACE and to LABDA, and then to the future high-speed rail
19 system. We want to promote what we call transit-oriented
20 development, or higher density development around the BART
21 stations. We want to enhance economic benefits. We want
22 to conform with BART's policies but also MTC's regional
23 policies regarding land use. And we also want to do our
24 best to reduce climate change and to reduce greenhouse gas
25 emissions.

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1 Now, as I mentioned, we have nine different
2 alternatives, but it's not quite as confusing as it sounds.

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3 we group those alternatives by the station where the
4 alignments ends. And we have seven alternatives that are
5 two-station alternatives and two that are just
6 single-station alternatives. Frankly, a number of the
7 alternatives that you see are just variations of each
8 other.
9 The first alternative is what we call Greenville East.
10 Like all of the alternatives, it starts out at the
11 Dublin-Pleasanton BART station and travels in the median of
12 Interstate 580. In this case, it follows the median of 580
13 all the way out to a station near the foot of the Altamont
14 Pass at Greenville Road. And that's called Greenville
15 East.
16 The station is actually slightly south of I-580. the
17 reason we put it there was so we could have a connection to
18 ACE. It's also very accessible from the freeway itself.
19 There would need to be a yard facility there to provide
20 storage for BART cars at the very end of the line. There
21 would also be an intermediate station that we call the
22 Isabel/I-580 station with this particular alternative.
23 The second alternative -- actually it is called IA --
24 also terminates at the same location, Greenville East, but
25 it takes quite a different route. It travels down

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1 the I-580 freeway, and then it passes by what's called
2 Staples Ranch and swings around the edge of it to go south
3 through the Chain of Lakes area. It would be on an
4 elevated aerial structure through the Chain of Lakes area
5 so as to not conflict with the quarry operations that are
6 going on there. Then it would swing into the right of way
7 of the Union Pacific Railroad, the alignment that ACE uses,
8 and continue east through Livermore with a station in
9 downtown Livermore, and then would continue on along the
10 railroad right of way all the way to the Greenville East
11 station as before, with the yard location the same as
12 Alternative 1.

13 Alternative IB is very similar to IA. The only
14 difference is that at the very eastern end, instead of
15 using what's the main line, the Union Pacific right of way,
16 it would use a spur that's actually a part of the old
17 Southern Pacific system through this area. But otherwise
18 it would be exactly the same as IA.

19 Alternative 2, Los Positas, has a different terminus.
20 Its terminus is at Vasco Road. It also has somewhat of a
21 different route. It comes down 580 and it continues along
22 Los Positas Road and then it swings off the freeway on an
23 aerial structure, and through this portion of Livermore it
24 rejoins the railroad right of way and then there is a
25 station at Vasco Road. It's the same location where the

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1 existing A Station is, if you're familiar with that. There
2 would need to be a yard facility, and this would be a
3 facility right in the vicinity of the Vasco Road station.
4 We also have a station at Isabel 580 with this particular
5 option. Now, again, one of the reasons for this station is
6 the ability to have a connection with ACE or with future
7 high speed rail.

8 Then Option 2A also goes to Vasco station. It,
9 however, takes the same route that we talked about earlier
10 through the Chain of Lakes area. So around the edge of
11 Staples Ranch and then down through that area along the
12 railroad right of way with a station in downtown Livermore
13 and another station at Vasco Road and the yard facility

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14 there.

15 Alternative 3, Portola, again is a different variation.
16 This has a terminus in downtown Livermore. It follows
17 I-580 out Portola Road and in a sense they follow the road
18 into Livermore but it's underground. So it's the only
19 alternative that really involves underground running, and
20 this was to minimize the impact on the residences and
21 businesses along that route. So you end up actually with
22 an underground station in Livermore with this option. And
23 you need to have a yard facility, so it does have a yard
24 facility very close to downtown Livermore. It also has the
25 Isabel I-580 station for that particular option.

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1 Railroad is another way of getting to downtown
2 Livermore. So, again, we have a station downtown. We go
3 through the Chain of Lakes area. There's a station at
4 Isabel Stanley, and then a station at downtown Livermore
5 with a yard facility in this particular option right near
6 downtown.

7 And Isabel/I-580. This is the first of the two
8 one-station alternatives that I mentioned to you. It's
9 Alternative 4. This can be viewed in many ways. But
10 probably the most reasonable way to look at it is a phase
11 of development of the system. You would develop this
12 option and then you would have the ability in the future to
13 extend it in a number of different ways. You could extend
14 along I-580 out to Greenville. You could extend Portola to
15 downtown. You could extend over the Los Positas alignment.
16 So it gives you a variety of options in the future as to
17 which way to go.

18 The one-station alternatives we did not include a yard
19 facility because they don't require as many additional BART
20 vehicles. But they do generate a need for an additional
21 storage facility someplace in the BART system. So this is
22 something that needs to be considered.

23 Alternative 5 is the last one, the quarry alternative.
24 It has the terminus at the Isabel Stanley location, and it
25 goes throughout Chain of Lakes and terminates there. As

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1 you can recall from the other alternatives, this could be a
2 phasing option further extending along the railroad right
3 of way to a number of the options, the downtown Livermore
4 all the way to Vasco Road or all the way over to
5 Greenville. All those options exist for this one. It does
6 have the ACE connection.

7 One thing I forget to mention about Alternative 4, it's
8 the only alternative that does not have a direct connection
9 to ACE at some point.

10 This map just summarizes all of the options for you.
11 Now, it provides some information here as to how the
12 alternatives compare. First in terms of ridership, it
13 turns out that they are all fairly similar, particularly
14 the two-station alternatives. They all fall within a
15 relatively small range of 29,000 to 31,000 riders. So less
16 than a 10 percent variation in ridership.

17 The options at Greenville East and the options that go
18 to downtown Vasco tend to be the ones with the greatest
19 ridership. The one-station alternatives don't do quite as
20 well in terms of ridership, but they are just
21 single-station alternatives so there's not as big an
22 investment.

23 All of the alternatives provide very effective
24 congestion relief. It varies with the ridership. It also

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25 varies with the locations of the station. We will talk

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1 about that a little bit more.

2 One of the areas they do differ is economic benefits.

3 The downtown Vasco option, because it has a station

4 downtown and a station at Vasco Road, two locations that

5 are very prime for transit-oriented development, it does

6 have more potential economic benefit than the other

7 alternatives. And one of the alternatives, Alternative 5,

8 the quarry alternative, has the least economic benefit

9 because there is really no development opportunity there at

10 all for that particular option.

11 I mentioned ACE connection. They all offer that

12 opportunity except for Alternative 4 that does not have

13 that. They all are somewhat equal in terms of meeting the

14 BART system expansion policy, although the TOD element is

15 part of that, and there is a variation there. We do

16 believe they all will ultimately satisfy, but we don't know

17 yet really what they satisfied in this TOD policy. But

18 they're all really equal in terms of that.

19 This table -- it's very hard to read, I know -- but it

20 summarizes some of the key benefits. I will just summarize

21 what they are.

22 First, ridership. As I mentioned, they all do

23 relatively the same in that. But there is significant

24 ridership which is a very good thing.

25 Because of that, there is a fairly significant

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1 reduction in the vehicle miles of travel for these

2 different alternatives. The ones that serve the local

3 ridership better, particularly ones that have stations such

4 as Vasco Road or downtown, tend to do better in terms of

5 vehicle miles of travel reduction than the others.

6 They all have positive impacts on the freeway in terms

7 of reducing congestion. We will talk more about that. In

8 terms of air quality, because there is the reduction in

9 vehicle miles of travel, they do all, again, have positive

10 benefits and they have positive benefits in terms of energy

11 consumption.

12 In terms of the impacts on I-580, we made up this

13 little chart. It compares the no-build option, which is

14 what would happen without any BART extension, with all of

15 the alternatives. And these are the various segments of

16 the freeway from east to west.

17 To simplify this for you, where we have green is where

18 there's an improvement to the freeway. What you will see

19 is that the alternatives that have the terminus station

20 furthest to the east and most accessible to the freeway

21 tend to do the best with reducing freeway traffic and

22 having improved operation. So those tend to be the ones

23 like Greenville East or Alternative I, IA, 1B, 2A, that

24 have either the Vasco or the Greenville station as the

25 terminus. They tend to do better than the others. But all

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1 of the options do fairly well at reducing congestion on

2 I-580.

3 In terms of cost, there is substantial variation in the

4 alternatives. The important thing to understand about the

5 cost is that, first, these costs are all inclusive. They

6 include some things that are not just a part of this

7 extension, but also part of the BART system itself such as

8 the yard facility. It's needed to serve the extension, but

9 it also helps relieve issues with the BART system: the

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10 number of vehicles required -- not just the number of
11 vehicles for the extension, but the number of vehicles just
12 to make sure there is enough capacity on the whole BART
13 system due to all the added riders on this alignment. So
14 all those are included.

15 There's right of way that needs to be acquired. In
16 some cases, BART already owns right of way, such as the
17 Greenville yard facility at Isabel/580 station. We
18 determined if we're not going to use that right of way for
19 an alternative, then we shouldn't just discount it. We
20 should say we could sell it and have that money to go back
21 into the alternative. So what we have here is a pure
22 apples-to-apples comparison between the alternatives.

23 Now, the costs. Essentially the variation for
24 Alternatives 1 through 3A, the first seven alternatives,
25 the costs are in the range of three to four billion

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1 essentially. That's the range that we're talking about.
2 The shorter alternatives are substantially less.
3 Isabel-580 is about 1.2 billion. The quarry alternative I
4 believe is 1.6 billion. Of course, those two alternatives
5 are substantially shorter. They don't have the yard
6 facility. They also don't require as many vehicles. So
7 you have to take that into account when you look at those
8 comparisons.

9 Funding is a very critical thing. We looked at how
10 much funding is currently available and then how much
11 future funding would be available and where it will come
12 from. There is some money available right now primarily
13 from Measure B but also from some of the other sources such
14 as the bridge tolls and so forth. But frankly, the amount
15 of money that's available right now is very small compared
16 to the amount of money required for the project.

17 In order for the project to proceed, there is going to
18 have to be some major new source of funding. One of the
19 key ones might be the reauthorization of Measure B which
20 will be coming up. I think you could imagine this project
21 would be a very key one with any new authorization. There
22 are future bridge tolls under consideration. There will
23 be, of course, federal fund reauthorizations occurring, so
24 there's the opportunity for federal funding down the road.
25 But there needs to be a strong local commitment to the

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1 project before something like that could happen. So one of
2 the biggest areas of work on this project down the road
3 will have to be trying to find where the funding will come
4 from.

5 In terms of where we are going right now and what we're
6 doing right now, as I mentioned, we're in the process of
7 receiving your comments on the environmental document.
8 We're also in the process of doing briefings to the various
9 policy groups and other groups that are interested in this
10 project, such as the Tri Valley Regional Rail Policy
11 Working Group, officials of the Tri Valley and the BART
12 board and other agencies. We have basically made ourselves
13 available to any of the city councils and so forth to do
14 that.

15 After we close the comment period on the Program EIR,
16 then we will be looking at all those comments, putting them
17 together and we'll be preparing what's called a Preferred
18 Alternative Memorandum which will identify the preferred
19 alternative or preferred approach to the project. And then
20 after that, there will be presentations of that memorandum

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21 to the policy group and to the cities. And based upon the
22 input from that, then there will be a presentation and
23 recommendation to the BART board itself. We are also going
24 to be asking the BART board to certify the Program EIR. So
25 those are the basic steps that we will be going through.

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1 So right now, what we're looking for in terms of where
2 we want to go in the future, first, as I mentioned, we are
3 hoping that we come out with a preferred alternative and
4 that then we could take to a much more detailed level of
5 evaluation.

6 The next step would be to do what's called a
7 project-level EIR, which is probably what you're more
8 familiar with in terms of EIRs. That's where a specific
9 project is identified and evaluated. And then alternatives
10 to the project will be considered, but they will be
11 primarily different technology alternatives: bus
12 alternatives, commuter rail, and so forth.

13 There will also be more specific mitigations. Right
14 now, we identify impacts, but in many cases we say that the
15 mitigation will be subject to further study because we just
16 don't have enough detail. So that will be done.

17 And then there will be exploration of the funding and
18 the thing that I mentioned at the very beginning as most
19 important would be preserving the right of way and allowing
20 some right of way acquisition to occur.

21 Finally, I want to talk about what's happening. You're
22 here tonight for the final public hearing. There is also a
23 series of meetings going on in the city of Livermore
24 looking at the future vision related to the development of
25 the areas around BART. And there is one more meeting that

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1 is scheduled for January 21st from 6:30 to 9:30 p.m. And
2 so if you're interested, you should attend that.

3 There is the opportunity to provide written comments on
4 the environmental document. The comment period is still
5 open until January 21st, so you can do that. There's
6 information here as to where to mail those. There also is
7 an e-mail address, and you also can obtain a copy of the
8 environmental document from the web site which is
9 barttolivermore.org.

10 So there are a variety of ways in which you could
11 participate in the project itself. If you need that
12 information, I'll leave this particular slide up so you can
13 record the information.

14 So with that, I believe the presentation is complete
15 and I'll turn it back over to David.

16 MR. EARLY: Great. Thank you very much, Bill. We
17 really appreciate that presentation.

18 So the remainder of the meeting this evening will be
19 hearing from you. This is a hearing on the Draft EIR that
20 is focused on taking your comments on the EIR itself, and
21 the real question under the law is about the adequacy of
22 the environmental review that's been conducted in the EIR.
23 If you haven't had a chance to see the EIR, there are some
24 copies out in the foyer here. As Bill just mentioned, you
25 can write in and you can go online and get a copy or at

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1 least look at it. It's about a thousand pages long. I
2 wouldn't necessarily recommend that you download it and
3 print it on your home printer. I'm sure the Epson company
4 would like it if you bought all those cartridges. But if
5 you do want to get your own copy, it is available at the

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6 local libraries, or you can let Malcolm Quint, who is there
7 at the front, know and he will arrange to send you a copy
8 on CD so you can have it available. We are not publishing
9 them on paper because literally it's about a 150-dollar
10 document and takes a lot of trees. But you can get a CD if
11 you ask Malcolm for one.

12 Because this is a hearing tonight, it's important to
13 understand a few ground rules. The first is that we're not
14 really here to answer questions. If you have a question
15 for the record, you can ask it. It will go into the
16 record. It will be responded to in the Final EIR. If you
17 have a very simple question like, "where is Livermore
18 anyway?" we can point that out to you on a map quickly this
19 evening. But we're not here to answer specific questions
20 about the project. Those questions, if you raise them this
21 evening, will be noted into the record and we will respond
22 to them in the final EIR.

23 This is also a formal process and every comment made
24 will get a response. One thing that means is that if the
25 same comment is made six times, it won't be responded to

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1 any differently. So if you hear a comment made once and
2 you agree with it, you don't have to come up and make that
3 same comment again. With that said, you're welcome to come
4 to the microphone here and make whatever comments you like,
5 but you should understand that a comment having been made
6 more than once will not change the way it's treated in the
7 process. Once a comment is made once, it will be responded
8 to in full.

9 And then as I say, the intent here is to focus on the
10 adequacy of the EIR. You are welcome, as Director
11 McPartland and Supervisor Haggerty and others said, you are
12 welcome to come forward and make comments about your
13 preferences regarding the alignments, but legally speaking,
14 what we are here to do is to take your comments on the
15 adequacy of the analysis that's in the EIR document itself.

16 Bill already spoke a little bit about where we're going
17 to be going from here, but I just want to review that again
18 quickly. The comment period closes on January 21st. If
19 you have comments after this evening, you can make them in
20 writing. You can mail them to the address that's up here
21 on the screen. They can be submitted by e-mail or as we
22 call it today snail mail. Both of those work. They do
23 need to be submitted by January 21st. Once that comment
24 period is closed, it will take several months for BART to
25 put together a Final EIR which responds to every comment on

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1 the EIR that has been made, and which also simultaneously
2 will include publication of a memorandum with the BART
3 staff's recommendation as to what the preferred alignment
4 should be.

5 Those two documents, the Final EIR and the Preferred
6 Alignment memorandum, together with the Draft EIR that's
7 already been published, will go through another round of
8 public review. The local city councils will look at them,
9 I'm sure. The policy working group will look at them. And
10 all those bodies will make recommendations regarding a
11 preferred alignment which will ultimately go to the BART
12 Board. The BART Board will need to decide whether to
13 certify the EIR -- which we certainly hope they will do at
14 the end of this process -- and then once that EIR is
15 certified, then the BART Board is the body that can make a
16 decision as to what the preferred alignment will be. So

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17 that's how the process runs from here. And then as Bill
18 just mentioned, that's just the beginning of what will then
19 be further studies, another Project Level EIR, funding,
20 right of way, reservation and all those things which will
21 happen over the next year.

22 There is a court reporter here this evening. She is
23 taking everything you say down verbatim. For that reason,
24 we will ask you to use the microphone, to speak into the
25 microphone and to state your name for the record. And if

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1 your name is not one whose spelling is obvious, we would
2 ask you to spell it as well so that the court reporter can
3 get it. I believe that Greg or Alejandro are going to sit
4 up here with the reporter and help her to note the names.
5 Director McPartland and Malcolm Quint and Bill Hurrell
6 are all seated up here to listen to you as you speak, but
7 really, we're here again to get your comments recorded by
8 the reporter and put into the record so that we can respond
9 to them in the Final EIR.

10 So I would invite you at this time to come up. We're
11 not going to use the podium since then you'd have your back
12 to the audience. But you can stand here and be able to
13 address both Director McPartland, BART staff and the
14 audience. And I would invite you to come up, perhaps line
15 up along this wall and we'll try to go through as quickly
16 as possible to take your comments. I'll take the
17 microphone back from each person who speaks, and then we'll
18 go from there.

19 DIRECTOR MCPARTLAND: David, before we get started,
20 I'd like to point out to everyone that you don't have to
21 write down these addresses and e-mail addresses and
22 what-have-you. If you take a look at the back of your
23 flyer, it's already printed there. So when you want to
24 post your comments either on the web or snail mail or
25 whatever the case may be, you have the mechanism already

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1 written down. Thank you very much. Excuse the
2 interruption.

3 MR. EARLY: Thank you, Director McPartland, for
4 pointing that out.

5 MR. BAILEY: Victor Bailey. I've lived in
6 Pleasanton for 44 years. I was on the advisory board
7 before they laid any track out this direction at all. I've
8 been in the Army 10th Corp and worked at Vallecitos Atomic
9 Lab. I switched to electronics in the 60s.

10 Now I'm here to tell you that Pleasanton made a mistake
11 on the way they got things going. Also my question is do
12 we want good transportation, or do we want something that's
13 just going to show that our tax dollars were being used?
14 As I said before, cars don't use BART. People do. And so
15 we built bigger parking lots. We have shuttle buses over
16 in Dublin -- look at that -- and they're running all the
17 time, creating exhaust, carbon dioxide, running all the
18 time, in summer and winter, for either AC or heating. So
19 that's the problem with having the shuttle.

S1.1

20 Back to the mistake. Most of the BART trains go
21 through civic centers except Pleasanton. Most of the civic
22 center trains are underground too except Fremont, Dublin
23 and Hayward. Other than that, they're all underground, and
24 that's the way to have them. Also I think we shouldn't be
25 changing from the BART electric to a DMU system. I think

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1 that we should continue with the same trains.

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2 I just saw a slide up there. Something somebody can do
 3 later on is San Joaquin looks like they're involved in
 4 paying for some of this. I'd like to know about that
 5 sometime. That's all.

6 MR. EARLY: Thank you Mr. Bailey, for those concise
 7 comments. I failed to mention in my remarks that we are
 8 asking everyone to limit their comments to three minutes. I
 9 think Mr. Bailey was probably right at the wire there. We
 10 will be timing you and if you get close to three minutes
 11 we'll be letting you know when those three minutes have
 12 ended.

13 MR. BALTZER: My name is Bob Baltzer. I happen to
 14 be a resident of Livermore, and you may be wondering why
 15 I'm over here in Pleasanton. It's because I happen to
 16 agree with the folks that don't want to see the line go
 17 through the quarries.

18 Going back to my previous appearances here, I'd like to
 19 reiterate my opposition to the two freeway stations, mainly
 20 because they could not be funded without breaching the
 21 North Livermore Urban Growth Boundary overwhelmingly
 22 supported by voters in 2005, and secondly because parking
 23 would be quickly be overcome by commuters as was the case
 24 with Dublin/Pleasanton.

25 I do support a mix and match option with no freeway
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1 stations that would leave the freeway at Portola and
 2 proceed underground down Portola and junction to a subway
 3 station downtown. It would then serve to continue at
 4 Graves to the ACE Station at Vasco Road. This would
 5 eliminate the impacts of the surface of elevated freeway
 6 between El Charro and downtown as well as eliminating
 7 issues that the quarry would raise with Pleasanton and Zone
 8 7. The impact from this new route would be mitigated by
 9 undergrounding new and existing sound walls and other
 10 mitigations already planned.

11 The Vasco Station could easily go in the freeway
 12 intercept with increased parking and freeway signage. It's
 13 only a mile from the freeway and commuters now drive about
 14 that far from the freeway to Dublin/Pleasanton station.

15 This option has the best combination of
 16 transit-oriented development, intermodal capability at both
 17 stations as well as freeway and local access without
 18 requiring sprawling into the remaining open space around
 19 Livermore which we value very highly. Thank you.

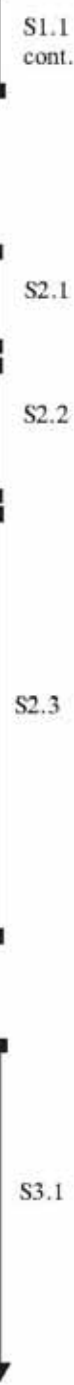
20 MR. EARLY: Thank you, Mr. Baltzer. Next.

21 MR. SANDLER: My name is Jim Sandler. I'm a
 22 25-year resident of Pleasanton and a big fan of BART. I've
 23 waited years and years and years. I work out of
 24 Pleasanton. It's the best way to go to PacBell. You call
 25 it AT&T. It's great.

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1 I'm a strong advocate -- I looked at the report -- of
 2 the central freeway right down 580. And the reason I look
 3 at it that way is the people that do the -- I'm a quality
 4 engineer. I've been engineering for 40 years. They do
 5 engineering studies about noise. If anybody has ever
 6 ridden BART through the TransBay Tunnel or anyplace else,
 7 you hear the noise. The residents that live within several
 8 hundred yards of the tracks, whether they are elevated or
 9 underground, there's a tremendous amount of noise
 10 generated. So according to the report, it's 55 or 65
 11 decibels. It's more like 80 or 100, and when that goes
 12 whizzing by your home every 14 to 15 minutes, it's

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 13 tremendously disturbing. The same people that do that
 14 engineering are the same people that build housing projects
 15 at the end of runways at airports and then the people
 16 complain later on.

17 Now, since the coffers of California and the state are
 18 overwhelmingly overburdened with cash, the other reason for
 19 going down the center of the freeway, it's about 50 percent
 20 of the cost of going some of the other routes. So whether
 21 it's the environmental impact or the monetary impact, I'm
 22 tremendously in favor of going down the freeway.

23 Also, BART is primarily a commuter line. A gentleman
 24 over here -- we were talking before the meeting -- said,
 25 "Do you know where the Bankhead Theater is in Livermore?"

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 1 I had to think about it for a minute. He gave me a little
 2 elbow. He said, "It's the new theater center in downtown
 3 Livermore."

4 Very fine. Downtown Livermore has a theater. It's
 5 filled every night of the week. About 500 people would go
 6 there. Projecting 31,000 users a day, new riders on BART,
 7 that's about 1.2 percent of the use of BART. Also about
 8 50 percent of the population in Livermore lives south of
 9 downtown Livermore. They would have to drive further to get
 10 either the Isabel Station or the Greenville Station to get
 11 on BART to go downtown with the two-station alternative.
 12 So it doesn't make a whole lot of sense to run the tracks
 13 through Livermore.

14 Also, the quarry area is supposed to be a lake and
 15 recreation area in the future. In running a train, whether
 16 it's elevated, right through the middle of the lakes in 20
 17 years -- I'll probably be dust in 20 years anyway so I'm
 18 not going to worry about that. But for the future
 19 generations, it's something to think about. Put it where
 20 it's most economically to do.

21 And also, just one comment. \$260 million dollars a mile
 22 is an unbelievable cost for technology that is no better
 23 than what we built in the transcontinental railways in the
 24 1860s. Twenty-five years to build it. All these people
 25 proposing these things should be taken out back and whipped

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 1 in the shed. Thank you.

2 MR. WEISS: Paul Weiss. I was present at the time
 3 we were promised in Livermore that BART would be the
 4 next -- we would pay for it, but we wouldn't be in the
 5 first plan. We would be in the next first extension of
 6 BART. In 1964 they promised us that.

7 Okay. So here we are. I'm looking at a map here that
 8 they just provided. And as an environmental impact, I
 9 would like to look at the impact of Alternative 3A
 10 personally.

11 Here in 3A I look at the mass of streets that they
 12 show, which indicates that it is cutting right through the
 13 middle of those massive streets with two stations in the
 14 middle of those massive streets, which, I would hope that I
 15 would still be able to ride a bicycle a few blocks to
 16 either of those stations. I live near the one closer to
 17 Pleasanton right now.

18 That's just my input as far as the environmental
 19 impact. Let's go right through town and end up as far west
 20 as you need to. I certainly want to head downtown, and I
 21 certainly want to hit the east side of town because that's
 22 where we are bisecting existing housing. And I'll a little
 23 reluctant to say the requirements of a high rise apartment

S3.1
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S3.2

S3.3

S3.4

S4.1

S4.2

S4.3

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24 building dictates where you put a BART station.
 25 It's a little different. You have existing housing.

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 1 Put your BART through that area. If you have to put an
 2 elevated area through the Chain of Lakes, I think it's a
 3 nice advertisement for that whole area that people can look
 4 out and see this lovely rec area that they could enjoy. If
 5 you want a quiet rec area, there's plenty of mountains to
 6 hike in that don't impact the trail between Livermore and
 7 Pleasanton, although I know people who do live in between
 8 Livermore and Pleasanton and expect it to be a virgin
 9 forest forever.

10 MR. EARLY: Thank you, Mr. Weiss. Next commenter,
 11 please.

12 MR. TYNAN: My name is Nick Tynan. I'm from
 13 Livermore. I'll just keep it brief here. This is about
 14 the proposed alignment. Like probably a lot of people
 15 here, I am in favor of the 580 to Greenville. That seems
 16 to be the more cost effective. As one of the commenters
 17 posed here, money, we don't really have a lot of it right
 18 now. It would be the more sensible option. It's also just
 19 easier to build too, because it's a long right of way that
 20 BART would have used in the preplanning stages there like
 21 the Isabel station there. It's a better routing all the
 22 way around, without getting too deep into it. The papers
 23 that Dave Williams and former director Robert Allen handed
 24 out pretty much points out all the benefits to that as
 25 opposed to the downtown routings. If you build downtown,

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 1 it just means more construction. Especially Livermore has
 2 been going through almost complete redevelopment phase as
 3 it is. I don't think this -- even that it be down the road
 4 15, 25 years -- but still, I think the downtown -- this is
 5 not a good idea at this point in time. The freeway is
 6 better. It's a straight line all the way through. That's
 7 all.

8 MR. EARLY: Thank you very much, Mr. Tynan.

9 MR. WIDMAYER: Clay Widmayer. I live in Livermore.
 10 I'd like to repeat what previous speakers said, and I would
 11 like to encourage BART to add another alignment option to
 12 the final EIR, which would be an alignment that enters
 13 Livermore via Portola Avenue and has stations at downtown
 14 Livermore and Vasco. That alignment was not included in
 15 this Draft EIR, but several speakers supported it at the
 16 previous public hearing, including myself, and I think that
 17 it combines the best features of Option 2A and 3.

18 You can essentially think of it as the downtown Vasco
 19 alignment, but taking the portion of the alignment that
 20 goes through the quarry and the Chain of Lakes region, and
 21 moving it to Portola Avenue. And so I think that addresses
 22 the concerns of people in Pleasanton that don't want BART
 23 going through the quarry, and it also addresses the
 24 concerns of some of the people in Livermore that are
 25 worried about noise because it moves that portion of the

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 1 BART underground which helps mitigate concerns about noise.
 2 So I think there's three strengths about that
 3 particular alignment. The first one is that it gets us a
 4 downtown Livermore station to our retail and entertainment,
 5 so it would optimize the economic benefits for Livermore as
 6 we heard in the presentation. Also, both the downtown and
 7 the Vasco Road options are already planned for transit
 8 oriented development, and we also heard that that was a

S4.3
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S5.1

S6.1

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9 priority of BART.
 10 Secondly, as I mentioned, following the underground
 11 approach addresses the concerns of our Livermore residents
 12 who are worried about noise. A previous speaker pointed
 13 out that it's impossible to make BART completely silent. I
 14 think we all know that. But it was mentioned in the EIR,
 15 and it was analyzed and it shows that there are reductions
 16 in the noise level by putting the tracks underground.
 17 And finally, as I said, it gets the BART alignment away
 18 from the Chain of Lakes regions, which apparently seems to
 19 be a concern of the Livermore residents and representative
 20 Haggerty, I just learned. And I feel like those of us in
 21 Livermore need to be good friends to our neighbors in
 22 Pleasanton.
 23 So in conclusion, please add to the final EIR a hybrid
 24 alignment which combines the features of Alignment 2A and
 25 3. Thank you.

S6.1
cont.

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1 MR. EARLY: Thank you very much. Next speaker.
 2 MR. MOORE: Thank you. My name is Chris Moore.
 3 Good evening, everybody. I appreciate Mr. McPartland and
 4 Mr. Quint for the presentation they gave to us. I
 5 currently serve on the Zone 7 Water Agency Board of
 6 Directors. I am here tonight in my capacity as a
 7 Pleasanton resident. I've lived here for 22 years. I live
 8 not too far from Lake I, which is one of the Chain of
 9 Lakes.

10 I'll go on the record just like Supervisor Haggerty and
 11 say personally as a Pleasanton resident I would like to see
 12 the alignment go straight out 580 to Greenville East as
 13 intermodal station out there. But having said that, I do
 14 respect that the taxpayers of this valley have been paying
 15 for BART for many, many years and Livermore deserves to
 16 have BART out to East Livermore.

S7.1

17 A couple of concerns I have about the Chain of Lakes.
 18 The Zone 7 Board will hear as a board and come up with a
 19 position after January 20th meeting, and at that time we'll
 20 hear a presentation again from our own staff and come up
 21 with a proposal that will be filed in time for the 21st for
 22 your filing period.

23 I will speak personally, and this is about the Chain of
 24 Lakes. For a lot of people in this valley that don't
 25 realize what the chain of Lakes are, right now if you drive

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1 down Stanley Boulevard it looks like a moonscape down
 2 there. All the quarry operators are mining that area and
 3 have been for years. Eventually every single one of those,
 4 once they're done quarrying out the rock, the title to
 5 those properties turns over to Zone 7. Zone 7 is going to
 6 use that as a stormwater detention/groundwater recharge.
 7 So your water is going to be impacted by this. That's one
 8 of the reasons why I'm not a fan of having BART anywhere
 9 near the Chain of Lakes.

S7.2

10 We have some slopes and building issues already in Lake
 11 I. It's starting to slip in there. Anytime you start
 12 driving piles into the sides of any deep hole, you're going
 13 to have problems. So I'm concerned with that.

14 There's also a little bit of concern about the fact
 15 that it's right in the Livermore airport approach pattern.
 16 You have an elevated structure that's about 40 feet. It's
 17 probably certainly within the limitation for planes, but I
 18 just don't like the idea of having an elevated structure
 19 near an airport or that close. And it may very well be,

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20 and I appreciate that.
 21 The other thing is that when you have an aerial
 22 structure over what is going to be in my belief -- and
 23 again, some of us may not be here to see it -- but the
 24 Chain of Lakes will turn into probably one of the premier
 25 recreational opportunities and venues in this Tri Valley.

S7.2
cont.

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 1 To have an open space as large and as nice as that is going
 2 to be, unlike the way it is today, you can imagine having a
 3 giant elevated structure run all the way through that with
 4 the noise that comes along with it. I think we'll sorely
 5 disappointed and miss an opportunity that we'll never see
 6 again. And with that, I'll turn it back over to you.
 7 Thank you.

8 MR. EARLY: Thank you very much. I appreciate all
 9 of you for staying well within the three-minute limit.
 10 Thank you.

11 MS. ALLEN: Thank you. Nancy Allen. I support the
 12 BART extension. I'm an avid BART user every day. But only
 13 if it does fly over the Chain of Lakes. I have five
 14 reasons for that and some upgrades I'd like to add, a
 15 request for the EIR.

16 First is visual compatibility of the aerial tracks from
 17 eastern points in Pleasanton. I request the Final EIR show
 18 photos of the aerial structure as seen from the end of
 19 Stoneridge Drive and the end of Moore, as well as the
 20 bypass and as well as from Staples Ranch and the
 21 developments that will be there. That was not in the EIR,
 22 so I don't think people really have an elevation view and a
 23 visual view of what that would look like. Also it didn't
 24 describe, at least in my standing, how long the aerial
 25 bridge is as well, and I request that be added.

S8.1

0038
 1 No. 2 is the noise impact to new and existing
 2 Pleasanton neighborhoods. I don't believe the EIR
 3 adequately address the potential noise impacts for existing
 4 homes, especially end of Stoneridge, end of Moore half a
 5 mile away, and I'd like to see more detail in that area.

S8.2

6 By the way, on No. 1, Table 3.5.2, I would like to see
 7 that address the visual compatibility. I'm back to visual
 8 compatibility. I forgot that. But it didn't talk at all
 9 about the Chain of Lakes impact on visual compatibility or
 10 Staples Ranch, and I thought that was an oversight.

S8.3

11 Third issue is implications to Staples Ranch
 12 development, a revenue risk to Pleasanton. You're looking
 13 at the revenue benefits of transferring development. I
 14 think we need to understand the revenue and also the
 15 benefits to Livermore. We need to understand what it might
 16 mean to Pleasanton if we were not able to build out Staples
 17 as planned.

S8.4

18 Fourth is fairness. If Livermore chooses to have a
 19 station downtown, then I believe that Livermore needs to
 20 also bear the brunt of having any tracks also come through
 21 Livermore. And so I'm fine with -- I thought the modified
 22 option a couple of speakers ago sounded great with Portola
 23 and perhaps -- because that could be a win-win for
 24 everyone.

S8.5

25 And then finally, just cost and time to market. It's
 0039
 1 clear that the options across the Chain of Lakes are a lot
 2 more expensive, and I think it's important we get this
 3 built now and start getting cars off the freeway so we can
 4 all benefit.

S8.6

1-6-10 hearing.txt

5 Finally, I'm just hoping that as you collect input that
6 you're not weighing the number of comments and speakers
7 from Livermore or Pleasanton. I don't think you are
8 because most of us in Pleasanton didn't even know there was
9 an issue and there was an option being considered to go
10 across our Chain of Lakes until a week or two ago. We were
11 blind to that. And I know you've been doing lots of
12 meetings in Livermore over the last two months. So clearly
13 this is like our only time to speak. So thanks for coming
14 out. Stoneridge Drive Moore Ave.

S8.7

15 MS. MASSIE: My name is Heidi Massie. I'm a
16 Pleasanton resident for 15 years. Prior to that, I spent
17 most of my youth in Concord and grew up not too far from a
18 BART station and BART tracks. I also commuted on BART for
19 many years to San Francisco using the Concord station, the
20 Pleasant Hill station, the Walnut Creek station, and the
21 Lafayette station depending on where I could find a parking
22 spot.

23 Anyway, I'd just like to say I am in favor of any of
24 the alternatives that go right down the 580 median to
25 Greenville Road. I think it needs to go as far east as

0040
1 possible now rather than later. What I saw in Concord when
2 I moved there in '71 from San Francisco was it only went to
3 Concord. As you know now, basically it's gone over into
4 Pittsburg and it will need to be extended at some point so
5 why not do it now when you've got all the equipment out
6 there?

S9.1

7 I oppose all alternatives that cut through the Staples
8 Ranch development and Chain of Lakes to Stanley. Why do I
9 oppose those? Or why am I in favor and opposed? Cost,
10 specifically. Any of the routes that go down the 580
11 median have a lower expense compared to the other
12 alternatives that go through downtown Livermore. And
13 ultimately, as we all know, most projects always go over
14 budget. So they will probably cost more than expected as
15 of now.

S9.2

16 Noise and congestion impacts if they go through Staples
17 and the lakes. Like I said, I grew up in Concord, and I
18 lived about a mile and a half from the closest BART tracks,
19 and you can definitely hear it at night when it's nice and
20 calm and every window is open when it's 90 degrees at night
21 to stay cool. It also ran in front of my junior high
22 school which we'd hear while we were sitting in classrooms
23 as well.

S9.3

24 Traffic and congestion and parking at stations. With
25 the tracks going through downtown Pleasant Hill and

0041
1 Concord, trying to get around town just to get into the
2 parking area is like a nightmare. I did it for years. I
3 had to walk miles to get to the station at night after grad
4 school, which was not very safe. I could see that same
5 thing happening. If we have the tracks going through
6 Livermore, it's going to cause lots of traffic congestion.

S9.4

7 I also believe if there's a station at Stanley/Isabel,
8 there will be impacts to Valley Avenue through Pleasanton,
9 as it's already overloaded now. Most of the residents are
10 going to have to travel that way to get to that station.

11 Also the 580 routes that are alternatives would have
12 the easiest access for cars to get off the 580 freeway most
13 immediately and get to parking lots. Parking lots will
14 eventually have to be built to high rises as the years go
15 on, as we've seen already what's happened in Pleasanton.

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16 Pleasant Hill had to do it and Concord as well. It's
 17 ultimately going to be that way. So we need to keep that
 18 in mind when picking the alternatives. Thank you.

19 MR. EARLY: Thank you. Next speaker.

20 MR. WILLIAMS: My name is Dave Williams. At the
 21 first meeting on this subject, I suggested that you already
 22 have aerial structures for BART in San Leandro and Oakland,
 23 and that they go there with sound equipment and record the
 24 noise and then bring it here to the valley and play it for
 25 the benefit of the people in Livermore, Ruby Hill and
 0042 Pleasanton.

2 This is an Environmental Impact Report. Noise is a
 3 major environmental impact. It's not good to cut it
 4 through your Chain of Lakes. You ruin your park and ruin
 5 the values of a lot of Livermore and Pleasanton homes as
 6 well as your lifestyle.

7 A key thing is jobs. That's job No. 1 in Washington
 8 according to President Obama. Today the governor spoke on
 9 the state of the state. And that's job No. 1 for the state
 10 of California.

11 They also made the point that California gets back
 12 about 70 cents on every dollar it sends to Washington,
 13 while Alaska gets back a buck 70. I think if our
 14 representatives of Congress, meaning both our senators and
 15 our two congressmen did their job, they could easily come
 16 up with a hundred million dollars and we could get started
 17 by summer on building BART down the freeway to Isabel.

18 We need the work. There's a need for this in
 19 Livermore. We've been paying taxes for 46 years. The city
 20 officials in there estimate that we paid about 260 million
 21 dollars already. And we got to fight for a parking space
 22 at the station.

23 From the environmental impact aspects, which this
 24 meeting concerns, noise is a major one, and I think if you
 25 do not give this demonstration of noise to the people of
 0043 Livermore and Pleasanton, the Environmental Impact Report
 1 is incomplete. The only thing is keep in mind that the
 2 unemployment in California is getting to 15 percent. I'm
 3 retired. My children are both working, but there's a lot
 4 of better who are looking hard for jobs.

6 MR. EARLY: Thank you. Next speaker.

7 MS. BRENT: My name is Mary Ann Brent. I live in
 8 Livermore.

9 I favor the Portola Junction Avenue underground route
 10 and also the Vasco route. I believe this is known as the
 11 hybrid route. Why? The reason that this route will bring
 12 people, shoppers and families, to downtown Livermore, and
 13 it will expand our downtown revitalization.

14 Revitalization has transformed Livermore. It's a
 15 wonderful place now. We have restaurants of every stripe.
 16 We have movie theaters. We have lots of activities for
 17 families and events. We have a magnificent performing arts
 18 center. But we don't have bakeries. We don't have a
 19 hotel. We don't have dress shops, men's shops, and things
 20 like that. So revitalization is not complete.

21 And so I would say don't choose the cheapest way.
 22 Bring people to downtown Livermore and help us finish our
 23 revitalization. And also, with all due respect to the BART
 24 engineers, can't you make it quieter?
 25 MR. EARLY: Thank you. Next speaker.

0044

S9.4
 cont.

S10.1

S10.2

S10.3

S10.4

S11.1

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1 MR. KENDALL: My name is Paul Kendall. I am
 2 absolutely opposed to BART coming to Livermore. I've been
 3 a resident here now for over seven years. I have loved the
 4 way this city has grown despite BART. And despite --
 5 David, I appreciate you saying this isn't personal, but it
 6 is to a lot of the residents here. I don't know about the
 7 rest of you, but it is definitely personal to me. One
 8 thing I don't want to see is Livermore turning into Hayward
 9 or turn into some other city where you cannot even go to
 10 park somewhere.

S12.1

11 One question I have specifically is with these other
 12 stations going through Livermore -- which I think is
 13 ridiculous. This is a city of 80,000 people. 83,000
 14 people with the last census. It's not that big. You want
 15 to put stations going straight through downtown. Where are
 16 those parking structures and what about the infrastructure
 17 to support those kinds of stations? It's just going to be
 18 a madhouse down there.

S12.2

19 You talk about the environmental studies. The
 20 environmental studies center on traffic going down the
 21 middle of 580. What's it's going to do to the insides part
 22 of the city of Livermore? So I'd like to know the
 23 environmental study that's going to happen with all of the
 24 additional infrastructure and all the additional buses and
 25 everything else that we're going to need to take people to

S12.3

0045
 1 BART because not everybody is going to be driving there.
 2 So those are my two questions. Thanks.

3 MR. EARLY: Thank you for your comments. Next.
 4 MR. MANN: Hi. I'm Doug Mann. I live in
 5 Livermore, but I've own a business in Pleasanton for 18
 6 years. I thought I was going to be the designated
 7 contrarian at the meeting, but apparently the previous
 8 speaker beat me to it.

9 I've watched the BART process for a long time unfold,
 10 and it seems like as the years tick by, the harder it seems
 11 that it is ever going to be practical to bring it here.
 12 This meeting is part of it. Look at all of these
 13 alternatives. Look at all the costs. I remember standing
 14 in disbelief when people were saying it might actually go
 15 to a billion dollars. And now all the options are over a
 16 billion dollars. But let me address the EIR.

17 I'd say first of all, none of you designed BART, but I
 18 applaud you and appreciate you for stewarding it the best
 19 you can. We need somebody to take care of it. It's a
 20 little bit like Dublin, the council member in Dublin. You
 21 can't start all over again, so you just do the best with
 22 what you have. (Audience laughter.) Sorry. That's
 23 difficult words, but I appreciate what they're doing.

24 But to me, the best thing you can do for BART is not
 25 expand it but sort of stop it and bring transportation to

S13.1

0046
 1 it that is more cost effective, if that's possible. Bring
 2 standard-gauge rail to it instead of the custom gauge. Use
 3 less costly means to get people around.

4 But if we're going to go ahead and make the mistake of
 5 extending BART, I would say the least undesirable way to do
 6 it would be to go underground Portola to the center of
 7 Livermore so they can serve people like me who can actually
 8 walk to it and use it. And I would use it.

S13.2

9 But as far as extending it beyond just that one
 10 station, I don't really care if it goes to Vasco or not.
 11 But as the other speakers have pointed out, I'm

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12 disappointed that an alternative -- I don't want the
 13 Isabel -- the Isabel station is going to not be feasible in
 14 the end. You will find you will have problems with it
 15 because we have an urban growth boundary and we will not
 16 get the TOD that you need.
 17 So don't consider it. Just take it to downtown
 18 Livermore, and if you have enough money, bring it to Vasco.
 19 That's all I have.
 20 MS. CUNNINGHAM: Hello. My name is Terese
 21 Cunningham. I'm from Livermore, and I've been there 32
 22 years. So this has always been part of my belief that it
 23 would get to Livermore. It's really slow.
 24 So, I want it. I want it. I want it. And I want it
 25 to come Portola to downtown Livermore to Vasco. That's the
 0047
 1 best and the underground is the best. So please do us the
 2 favor of getting it done quickly.
 3 MR. EARLY: Thank you very much, Ms. Cunningham.
 4 MR. LOWELL: I'm Dave Lowell, and I'm from
 5 Livermore. I have attended some of the previous meetings
 6 and I've felt there was some information that come up in
 7 those meetings that sort of helped us with what we are
 8 thinking about now.
 9 It was stated at a previous meeting that when you have
 10 the highway stations that you're really limited by the
 11 amount of parking. Parking is very expensive. So you are
 12 going to be limited over the run, and you're going to get
 13 the crowding that way. In a station like Isabel, your
 14 urban growth boundary is going to limit you in the amount
 15 of development on the one side, and you've got the airport
 16 on the other side. A good quarter of the development
 17 around there you could have no development. So there just
 18 would not be sufficient development around Isabel Avenue.
 19 As far as Vasco Road is concerned, I'd like to
 20 illustrate with this point. One of the BART executives
 21 once said that a major reason the BART is successful is it
 22 goes to San Francisco where all the jobs are. Well, that
 23 is going to be the same point if it goes to Vasco because
 24 it is where the ACE train station is for the lab, but also
 25 there are hundreds of acres of land right around there for
 0048
 1 development for businesses. So you're going to have a
 2 wonderful opportunity there for the development of the
 3 businesses. The same thing is true coming downtown and the
 4 opportunity you have to get to BART easily down there as
 5 well.
 6 By the way, Vasco station is close enough to the
 7 highway that you're going to get the highway traffic coming
 8 in there, but it serves the dual purpose of the businesses.
 9 MR. EARLY: Thank you very much. Next speaker.
 10 MR. VILLASENOR: Good evening, everyone. My name
 11 is Joel Villaseñor. I'm a resident of Pleasanton. I live
 12 on 4950 Owens. I used to live in Livermore. In fact, I
 13 used to live right in back of the ACE tracks.
 14 That being said, I just want to voice my support for
 15 the downtown station and also for the Vasco station. The
 16 downtown station, it's just a no-brainer. There are going
 17 to be a whole lot more amenities. There's going to be a
 18 lot more population density with future residential and
 19 those type of things.
 20 You've got the regional theater that's going to be
 21 opening up. The Livermore Council has already spoken that
 22 they want to attract shows that are regional, from San

S13.2
cont.

S14.1

S15.1

S15.2

S16.1

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23 Francisco and all these areas. BART makes it accessible.
24 The Vasco station just makes sense too because not only
25 do you have one of the Tri Valley's biggest employers

0049

1 there, you also have, like the previous speaker said, you
2 also have the office park there and light industrial areas.
3 Those also could be developed for TOD.

4 Isabel would be nice, and Las Positas College is right
5 there. Taking night classes going eastbound on 580 is a
6 nightmare, and I usually have to transfer buses and just
7 barely in the nick of time get there for my class. That
8 was a headache.

9 Anyway, also, lastly, these stations, whatever
10 alternative is picked is going to cost billions of dollars,
11 and for the same amount it's no secret that infill stations
12 could have been constructed in other parts of the BART
13 system where there are higher populations and where they
14 will most likely, at least for the short time being,
15 attract high ridership. So it's important that we find the
16 most efficient route possible.

17 The downtown station and Vasco station to me,
18 personally, makes sense. We need to design transit where
19 the people are, not continue to just construct stations
20 where the only way you can get there is by a car. You got
21 to provide alternatives, and downtown and Vasco are dense
22 areas. It's even cited in your EIR under the population
23 area.

24 Thank you very much.

25 MR. EARLY: Thank you. Next speaker.

0050

1 MR. BUTERA: I'm John Butera. I live here in
2 Pleasanton. I'm a Bay Area native.

3 I've been fortunate enough to see the system built. I
4 rode on it in the early days. It seems great. It's become
5 a major part of our transportation in the Bay Area.

6 I know we're talking about the Livermore station and I
7 will get to that. But one thing, a part about that is they
8 should never shut down due to labor stoppage. It should be
9 like the airports. It should be like the power that runs
10 these lights. As long as these things are needed, people
11 are working to keep them going.

12 About the Livermore station. First thing about the
13 station itself. I live here in Pleasanton. Please do not
14 build a station, wherever it may be, like the ones you have
15 here. I'm sorry; they just don't go with the area. The
16 things that you've built in Orinda or Lafayette that kind
17 of have a trellis design, because Livermore has this wine
18 country thing going on with the agriculture, an
19 above-ground station fits in with the environment better.

20 Second of all, I agree with a lot of the speakers
21 earlier. You know what? You own the land. Put it down
22 exactly where you plan to.

23 Transit oriented development. When does BART get into
24 development? We are the seventh largest economy in the
25 world. Where does it say we need to build more houses?

0051

1 That road is jammed, and the best way to relieve it is to
2 put a railroad right down there.

3 You know, this country -- I say to my friends --
4 nothing against you guys personally, but the people that
5 are running the show today -- whether it's here or all
6 aspects of government -- I say if they were around in '40
7 to '45, I think they'd be speaking German or Japanese

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S16.1
cont.

S17.1

S17.2

S17.3

S17.4

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8 because they can't get anything done on time.
 9 A case in point. Someone mentioned earlier the
 10 transcontinental railroad. I was just looking this up
 11 earlier. This country, through its short history, has
 12 always rose to the moment. It's in one of the most
 13 difficult times -- God knows we're right in the most
 14 difficult financial time since the depression.
 15 This country was in the middle of a war that split the
 16 country apart. Even advantage. They proved and built the
 17 transcontinental railroad 2000 miles over the continental
 18 divide, over the Sierra Nevada, through the desert in six
 19 years. 10 miles in one day. They don't do the job that
 20 you guys do; some of the track was pretty bad. But they
 21 did it.
 22 Moving on to the depression. That's the last time the
 23 economy was really in the toilet. We're not there yet.
 24 But anyway, Bay Bridge. '89. the quake damaged it. We
 25 will not have that replacement for 23 years. That's half

0052

1 the bridge. They built the entire bridge during the
 2 depression -- two bridges, a tunnel, access in three years.
 3 I know you guys have built a bridge. The original BART
 4 system. I think that started in '64. We were riding in
 5 '72, in eight years. The Golden Gate Bridge, four years.
 6 You know, I think we could use today as an advantage.
 7 As it was mentioned earlier, people are into global
 8 warming. They want to build projects. You have a project.
 9 You own the land currently. You have the design. You have
 10 the infrastructure. You already have the trains to run
 11 down it. If you approach the Feds and say, "Look, I have a
 12 project that will help global warming. We could put U.S.
 13 steel on it. We can get local concrete. We can give high
 14 paying jobs to local construction workers. And when that
 15 thing is done, there will be fewer people wasting time on
 16 the freeway; there will be good jobs in that station built
 17 down the road and generations of taxpayers will be able to
 18 enjoy it. You guys will all be heroes.

19 So make me wrong and just start in a few months and
 20 have at it. Thank you.

21 MR. EARLY: Thank you. Next comment.
 22 MS. TRURO: My name is Heather Truro. I just want
 23 to voice my opinion that we should stay with the original
 24 plan which is the most cost efficient and least disruptive
 25 both to the neighborhoods and the environments.

0053

1 I was born in the 60s. I remember when BART was
 2 conceived. I remember when it was built. I rode it in
 3 1972 as one of the first riders, and I rode it to commute
 4 for many years here out of Pleasanton. I had to go to the
 5 Bay Fair station before we had our Pleasanton station.
 6 For those in Livermore who want to have this in their
 7 downtown and promote and bring development there, I think
 8 you also need to realize it will be bringing noise and it
 9 will be bringing crime. It has happened in every single
 10 city where BART has been. I'm just saying you need to
 11 consider all of things that will bring. It will bring
 12 families. It will also bring criminals. And it has here
 13 in Pleasanton as well.

14 I also just want to say that in this time of our
 15 economy as it is, I think we have a fiscal responsibility
 16 to all of the taxpayers who are paying for this in all of
 17 the cities and all of the counties to do it as efficiently
 18 as possible. As a Pleasanton resident, I have to say that

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S17.4
cont.

S18.1

S18.2

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 19 we absolutely cannot bring aerial tracks or any kind of
 20 tracks through our neighborhoods, through our projected and
 21 proposed area of recreation. This is absolutely
 22 ridiculous. I think we need to stick with the original
 23 plan, and I would appreciate if you would consider my
 24 opinion. Thank you.

S18.2
 cont.

25 MS. WISE: Thank you. My name is Corinna wise. I
 0054
 1 live in Livermore, and currently I have the train going
 2 right behind my house, and now the H train goes behind my
 3 house. They built the sound wall which echoes. All our
 4 bedrooms face the train tracks. My husband built an
 5 11-foot fence for privacy. I still see the train when it
 6 stops. My whole house shakes with insulation, with double
 7 pane windows. My stained glass decorations rattle so bad I
 8 think I'm having an earthquake.

S19.1

9 I do not want to see BART behind my house. That is
 10 many of the proposed routes. I do live right behind
 11 Heritage Estates. We have graffiti everywhere behind our
 12 house. There is trash behind there. I am so against it
 13 going through the residential areas. There is numerous
 14 children that come from the high schools, the middle
 15 schools that go down the train tracks. I can only imagine
 16 what would happen if they got on to the BART tracks.
 17 I have lived in Livermore for 13 years. I have two
 18 teenagers, one 11, one 16. I plan on living in this house
 19 for the rest of my life. My husband has worked so hard to
 20 make our house a home, and a beautiful one at that. Please
 21 consider going down the freeway not near residential areas.
 22 Thank you.

23 MR. WEIR: My name is Chuck weir. I'm a 20-year
 24 resident of Pleasanton. with all due respect to building
 25 something quickly, please remember that the

0055
 1 transcontinental railway and the bridges that were built
 2 did not have to comply with CEQA and OSHA and all sorts of
 3 other requirements.

4 The only projects that make sense from an environmental
 5 perspective are really those that utilize the I-5/I-80
 6 corridor to the maximum extent practical. Let's be
 7 realistic, folks. I don't know why we're wasting our time
 8 studying these other alternatives, although I realize you
 9 have to have a certain number of options to comply with
 10 CEQA.

S20.1

11 If you look at the cost of these things, anywhere from
 12 1 billion to 4 billion dollars -- they're giving reasons in
 13 here that some of the alternatives don't support the
 14 riders; there's not enough riders -- look at how much it
 15 cost to get one rider. Alternative 4, the Isabel/580
 16 corridor, that's the least cost. It costs \$56,000 to get
 17 one rider to it. The two-station alternatives, they're all
 18 over 100, all the way up to \$120,000 for one rider. It
 19 makes no sense from a cost perspective either.

20 So stick with what you can do. Build it out to Isabel.
 21 If you got the money, do it. If you got money later on,
 22 you get the right of way and go on out to Greenville. Stay
 23 on 580. Thank you.

24 MR. EARLY: Thank you. Next.
 25 MR. PEREZ: Good evening, everyone. My name is

0056
 1 Alejandro Perez. My wife and I just purchased a home in
 2 Livermore about six months ago. We moved there about four
 3 months ago. We absolutely love it. But I work in Union

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4 City, and getting to work sucks really bad. In fact, I
5 just checked my phone not 15 minutes ago and it's still
6 slow from the 680/580 interchange all the way to El Charro.

7 I understand people's concerns with BART going
8 everywhere and anywhere, but I think we have to realize
9 that public transportation doesn't make people bad or it
10 doesn't bring bad people. In fact, all I see from
11 residents in Livermore and the Tri Valley area are very
12 hard working citizens and people who care about their
13 community and their neighbor. And that's one of the
14 reasons why we decided to move to Livermore.

15 But I think you need to do everything to service the
16 greatest need that people have which is to provide a living
17 for themselves and for their families. Right now, as I
18 mentioned, it's -- I've tried taking the ACE train; I've
19 tried taking BART. I'm now officially taking BART. I'm a
20 BART commuter. Seeing BART in Livermore would be a
21 fabulous help, a big help to -- not myself, but I know a
22 friend of mine just purchased a home and he takes BART to
23 San Francisco.

24 So it's really about, I think, servicing the needs of
25 the community. And I don't think, like I said, public

0057

1 transportation necessarily brings bad people. I think it
2 just depends on the caliber of people that you have living
3 in your city.

4 That said, in addressing the report, I think it's a
5 glaring omission that an alternative considering the
6 underground route with a station in downtown at Vasco was
7 not included. And I think that that should definitely be
8 included by the Board because putting another station on
9 the freeway is just going to make it harder to get on to
10 the freeway from that station. I mean, getting onto the
11 freeway from the Pleasanton station, from the time I get
12 into my car to the time I get home, it's another half hour.
13 what's the point?

14 So I think getting it off the freeway might actually
15 have some benefits. Really what we're looking at here is
16 servicing the people of Livermore and the people who
17 commute from Livermore, which I would gather is quite a
18 bit.

19 The demographics of the city are changing. I've heard
20 that from realtors. I've heard that from people who have
21 just moved here like us. People are coming there and are
22 commuting to other parts of the Bay Area because real
23 estate in other parts of the Bay Area are just too
24 expensive. So that's why we made that tradeoff. We come
25 to a city that's nice, that has affordable housing, but we

0058

1 have to spend two hours out of our day commuting.

2 That's definitely I think a consideration that a lot of
3 people who are opposed to bringing BART or extending BART
4 out further need to consider is that the city is getting
5 younger. Younger families are coming in. We're all just
6 as hard working as everybody else. And so I think that we
7 need to really consider the best way, the best option. I'm
8 totally for not putting it up high, not disturbing people.

9 MR. EARLY: Thank you. Next.

10 MR. MACHAEVICH: My name is AJ Machaevich. I've
11 heard a lot of things here tonight, all good. It gave me a
12 chance to get different ideas and help me make up my mind.
13 So I'd like to thank BART and the forum tonight for giving
14 us a chance to speak, first off.

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S21.2

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15 I'm a project manager by trade so I kind of try to look
16 at all the different possible scenarios where people are
17 coming from. When I first came, I had an idea of how I
18 would like it. And after talking to many of you and
19 listening to what you had to say tonight, it's helped me
20 make up my mind. So I think it's very important that we
21 have these things.

22 I am a proponent of going through Las Positas, Portola,
23 the hybrid plan, underground downtown Livermore over to
24 Vasco because in the future I envision myself continuing on
25 in two directions for BART. And I hope that they will take

0059
1 this into consideration as well perhaps linking it up with
2 Pittsburg going through Brentwood area because this is an
3 area where we have a lot of young families now that are
4 risking their life on Vasco Road. And it would be very
5 nice to bring it and not build a freeway through there, but
6 just have BART through there so that it will minimize the
7 traffic through that area. And as well, we need this thing
8 to go out to Tracy for some of the people that are making
9 two-hour commutes to the Bay Area right now.

10 One of the reasons I think it should go into downtown
11 Livermore is it makes an easy connection with ACE. So for
12 people like me that work in the Silicon Valley and San
13 Francisco, we can link and go either way.

14 Really that's about all I wanted to say. I just wanted
15 to thank you guys for giving us the chance to talk.

16 MR. EARLY: Thank you very much. Next speaker:

17 MR. MELLO: My name is Gary Mello. I'm a lifelong
18 resident of Alameda County and a 15-year resident of
19 Pleasanton. I'm also a former city council member from the
20 city of Fremont. I'd like to share a couple of things that
21 I experienced prior to the last 15 years here in Pleasanton
22 and Fremont, both as a residents as a council member.

23 One is in the city of Fremont, as I am sure most of you
24 probably know, BART ends in Fremont in downtown. It's a
25 huge traffic problem to have a station end in the middle of

0060
1 town. what's going to happen when BART gets extended to
2 Warm Springs, as you will see, the area around the Fremont
3 BART station and Civic Center changed dramatically. You
4 will then have a station in warm Springs much closer to
5 both 880 and 680 where traffic is going to come and go to
6 the station and get off at the local streets in the heart
7 of town.

8 I think the people of Livermore -- whatever Livermore
9 wants to do is fine with me. I do believe that the
10 extension should ultimately end at Greenville Road and not
11 go through the Chain of Lakes.

12 So however it gets there through Livermore, I think
13 that's up to the people of Livermore really. But don't put
14 it through the Chain of Lakes. End it at Greenville so
15 that those jillions of people who are coming over the hill
16 every day on the freeway will get off at Greenville and get
17 on BART.

18 The other advantage to Greenville is that you now have
19 an ACE connection possibility there. I would encourage the
20 people in Livermore to not agree to an end-of-the-line
21 station in downtown or at Vasco. The traffic you will see
22 in your community will be unbelievable.

23 The other thing that we've experienced in Fremont --
24 and there was a lot of concern for a long, long time --
25 about how you get to warm Springs and not build a station

Page 25

S22.1

S22.2

S23.1

S23.2

S23.3

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1 at Irvington. That's happened. But what's happening in
2 Irvington is they're putting in the infrastructure at
3 Irvington to ultimately come back and build a station in
4 Irvington to serve that community. But the end-of-the-line
5 station will be in Warm Springs.

6 My recommendation, which is not one of the
7 alternatives, is that you go to Greenville and you build
8 any other station. If you're limited to two, build two.
9 Set up the infrastructure for a future station, whether it
10 be at Isabel, downtown, or what have you. But get all the
11 way there and set it up so that you can come back and
12 easily add in an additional station in the future, exactly
13 what's happening with West Dublin and Pleasanton. And do
14 it right and I think you'll be very happy. Don't have an
15 end-of-line station in downtown Livermore or at Vasco. You
16 will be very sorry. Thank you.

17 MR. EARLY: Thank you, Mr. Mello. Mr. Allen.
18 MR. ALLEN: My name is Robert Allen. I will take
19 the first of my billion-dollar minutes. The projects total
20 up to three billion dollars, and we're allowed three
21 minutes to talk, so that's a billion dollars a minute.

22 Funding. I have proposed often that we have a
23 five-county rail transit district which would go around the
24 Bay and replace the Caltrain commute with BART. BART will
25 soon be going to San Jose and to Santa Clara ultimately,

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1 and already goes to Millbrae. It would just be a matter of
2 converting a little bit the Caltrain to BART because it
3 will have to be grade separated for the high speed rail.
4 Nobody listens.

5 ACE serves mainly the Central Valley which is not BART
6 taxpayers. There are three trains each way each day on ACE
7 and about four trains per hour on BART. It's very
8 difficult to have a good compatible intermodal interchange
9 when you have such a disparity.

10 Transit oriented development. They talk so much about
11 trying to get residential development by the station, and
12 the Metropolitan Transportation Commission insists on TOD.
13 The ideal transit oriented development is a lot of surface
14 parking because surface parking can ultimately be raised
15 as -- built up as structure parking. You need to have
16 ample parking. That's what BART needs. That's what we had
17 at first, and that's what it should be.

18 Stanley and Isabel, the quarry route, the station there
19 is an abominable solution/place to have it. Half the
20 station is west of Isabel, basically out of the urban
21 growth area. Another corridor, you have to go way down to
22 Murietta to get back or up to Pine Street. You only have
23 one quadrant, the furthest from the station, which would be
24 subject to getting people there.

25 The Pleasanton station has Livermore access now by way

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1 of Stanley Boulevard. Let's get the station at Isabel and
2 580 and that's the important place.

3 Noise. We talked about noise. In the middle of a
4 freeway, it's a minimal effect because the freeway noise
5 masks it out.

6 MR. EARLY: Thank you, Mr. Allen. Next speaker.

7 MR. RITTER: I'm Herb Ritter. 20 year Pleasanton
8 resident. I'm currently a Parks and Rec commissioner and
9 Rotarian, but I speak as a private citizen.

10 I am ready for you guys to get it done now, whatever

S23.3
cont.

S24.1

S24.2

S24.3

S24.4

S25.1

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11 option will help us reduce the traffic to get us out and
 12 get us flowing through Pleasanton. I'm very supportive
 13 of -- and stay the heck away from our parks, Chain of Lakes
 14 and Staples Ranch. Focus on traffic reduction and the big
 15 one is connection to ACE. This is a commuter line. So
 16 we've got to connect it into ACE. S25.1
 17 I've always wanted to say this to someone at BART. Get cont.
 18 the tolls down a dollar and maybe put tolls on the roads. S25.2
 19 I don't know how you'd pay for that, but I think public
 20 transportation is the key. And also we got to get BART all
 21 the way to Manteca and let's go to L.A. if we have to.
 22 Thanks.
 23 MR. EARLY: Thank you, Mr. Ritter. We have one
 24 speaker. No one left in line, so if anybody else wants to
 25 come up, I would encourage you to take a place in line now,
 0064
 1 and I'll turn the microphone over to you, sir.
 2 MR. LACKEY: Thank you. My name is David Lackey,
 3 and my notes just turned themselves off here. Hold on a
 4 second.
 5 I am a 20 year-plus resident of Livermore, and I'd like
 6 to keep BART out of downtown Livermore. The folks who have
 7 made statements in favor of bringing BART to downtown
 8 Livermore are saying that will revitalize downtown. I
 9 don't agree with that because basically Livermore is not a
 10 cultural center. The people who go to Livermore are from
 11 Livermore. We're not going to be bringing them in from San
 12 Francisco and Oakland to come to see plays and movies and
 13 shop in Livermore. Ever. I don't see that happening. But
 14 it will bring noise. So I think that's a specious
 15 argument. S26.1
 16 The reason to keep it on the freeway, to keep the
 17 stations on the freeway, to keep the trains near the
 18 freeway are what the gentleman just said about noise. The
 19 train noise would be masked by the freeway noise. But it's
 20 been shown on this graph up here I think it was that the
 21 farther east you take the last station, the better the
 22 improvement to the traffic. S26.2
 23 So the whole point of this is to get cars off the road.
 24 Somebody was talking about saving on greenhouse gases. The
 25 point is to get cars off the road. That is best served by
 0065
 1 putting the stations on the freeway and far east. So I
 2 guess that's my two minutes there. Thank you.
 3 MR. EARLY: Thank you. Sir, please do come over.
 4 MR. LENZ: Thank you. Jim Lenz. I kind of vote
 5 for the 580/Isabel route. I just want to maybe add a
 6 couple of wrinkles that maybe no one has thought of.
 7 I might suggest have no parking lot at that station.
 8 Have it serviced by dropoff and wheels. We've got a wheels
 9 bus system that could be expanded to advise that and then
 10 wives could drop off their husbands. That way you would not
 11 get the massive parking problem.
 12 Okay. Well, what about the people from Tracy? BART
 13 already owns the land on Greenville. Create a parking lot
 14 there and then have wheels take people to drop off at
 15 Isabel. The idea being is we don't want to provide a free
 16 service to Tracy and San Joaquin County. Let's make them
 17 pay for it. They want an extension to eastern Livermore.
 18 Let them kick in some money. Thank you.
 19 MR. EARLY: Thank you. There is no one left in
 20 line here. (Mr. Allen raises hand.) I think, Mr. Allen,
 21 that we have heard from you this evening and we actually
 27.1

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22 heard from you at other hearings twice, so if it's okay, I
23 am going to suggest that we not have you speak again.
24 I would ask if there is anyone in the audience who has
25 not spoken this evening and would like to speak -- and if

0066

1 not -- ah, there's one. We do have one gentleman
2 approaching. If any others want to speak, do come up, and
3 then we will soon conclude the meeting.

4 MR. KAHLER: My name is Don Kahler. I'm with
5 Pleasanton Gravel Company. We're one of the creators of
6 the Chain of Lakes.

7 The first time BART contacted us about coming into the
8 lakes was 1985. Every few years they come back and they
9 say, "we want to come." One time they hadn't even been out
10 there and they're going to go through one of the levies we
11 built. Well, if you put BART through our property, it
12 isn't going to really hurt us that much. I won't ride BART
13 to Livermore.

14 We're building the Chain of Lakes for water storage,
15 bird sanctuaries, flood control. We're not building it for
16 high rise structures. We went down some places 150 feet
17 deep, backfilled it. Years ago, it was required by the
18 County to have a one-to-one slope and backfill it two to
19 one. I wouldn't -- you know, come on. The El Charro Road,
20 it will be there for at least another four years because we
21 have a permit to the land, so you're four years down the
22 road.

S28.1

23 I think in 2002 when we met, the cost was \$1.2 billion.
24 Today it's \$3.6 billion. What's it going to be ten years
25 from now? So anyway, that's my comments.

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1 MR. EARLY: Anyone else who would like to speak
2 this evening? All right. Well, thank you all very much
3 for being here. I really appreciate your time. BART will
4 be closing the public comment period on January 21st.
5 Comments are still welcome in writing until then, and we
6 thank you for your time.

(whereupon, the hearing concluded at 8:20 p.m.)

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REPORTER'S CERTIFICATE

1
2
3 I, JUDITH L. LARRABEE, a Hearing Shorthand Reporter in
4 the State of California duly authorized to administer
5 oaths, hereby certify:
6

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7 That the proceedings therein were taken down in
8 shorthand by me, a disinterested person, at the time and
9 place therein stated, that the proceedings were thereafter
10 reduced to typewriting, by computer, under my direction and
11 supervision, and that the foregoing is a full, true and
12 correct transcript of the proceedings therein to the best
13 of my ability.
14

15 IN WITNESS WHEREOF, I have hereunto set my hand on this
16 18th day of January, 2010.
17

18 _____
19 Judith Larrabee, Shorthand Reporter
20

21
22
23
24
25

5.3 BART PUBLIC HEARING IN THE CITY OF PLEASANTON (JANUARY 6, 2010)

PH3-S1 Victor Bailey

PH3-S1.1 The commentor notes that there are air emissions associated with the shuttle buses in Dublin. While the routing of transit buses or presence of shuttle buses for the BART to Livermore is unknown at this time, it is likely that the existing bus routes that connect Livermore to the Dublin/Pleasanton station would be rerouted to connect to the Livermore stations. This would likely shorten the routes resulting in reduced air emissions. This comment also concerns the merits of an alternative serving Downtown Livermore in an underground configuration. This comment also concerns the choice of rail technology for the extension. Alternative transit technologies, such as Diesel Multiple Units (DMUs) will be considered in the project-level EIR/EIS. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative. Please refer to Master Response 8 concerning the funding for the extension.

PH3-S2 Bob Baltzer

PH3-S2.1 This comment concerns the merits of an alternative through the quarries. Please see Master Response 3 regarding the impacts associated with the El Charro Road alignment through the quarries.

PH3-S2.2 This comment concerns the impacts of stations located in the freeway corridor. Please refer to Response PH2-S36.1 for issues related to the Urban Growth Boundary (UGB). Please refer to Response PH2-S41.1 for issues related to parking at the stations on the extension. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

PH3-S2.3 This comment concerns the merits of the "hybrid" alternative, Alternative 2b, avoiding impacts associated with the El Charro alignment. Please see Master Response 3 regarding the impacts of alternatives using the El Charro Road alignment. Please see a full description and analysis of impacts of Alternative 2b in Section 1.4 of this document. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

PH3-S3 Jim Sandler

PH3-S3.1 The maximum noise level when a 10-car train passes at about 50 feet is about 90 dBA. Considering the frequency of trains throughout the day, the average day-night noise level would be about 70 dBA at about 50 feet from the tracks. At 100 feet, this would be reduced to about 67 dBA. The Draft Program EIR does identify several receptors that would be significantly impacted by noise from the BART trains. To minimize

these impacts, the Draft Program EIR identifies several mitigation measures to minimize noise; see page 3.10-53. However, sufficient information is not available under this program-level analysis to conclude with certainty that this mitigation would reduce impacts to less-than-significant levels. BART would carefully examine noise impacts and mitigation measures in the project-level EIR when a specific project is proposed and more detailed designs are available, to determine if impacts can be reduced further.

- PH3-S3.2 This comment concerns the merits of an alternative serving the freeway corridor. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.
- PH3-S3.3 Please refer to Master Response 3 of this document, regarding impacts from the Chain of Lakes/El Charro alignment.
- PH3-S3.4 This comment concerns the commentor's opinion of the cost estimates. Project costs are presented in Appendix B of the Draft Program EIR. Cost effectiveness is not a CEQA issue, but is considered by the BART Board in selecting a preferred alternative. BART's System Expansion Criteria considers cost effectiveness in ranking the alternatives, and will be included in the Preferred Alternative Memorandum (PAM) that will be submitted to the BART Board at the time of final certification of the Program EIR. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.
- PH3-S4 Paul Weiss
- PH3-S4.1 Please refer to Master Response 8 regarding the timing and funding for the extension.
- PH3-S4.2 This comment concerns the impact of Alternative 3a. Please refer to Section 3.5 in the Draft EIR regarding dividing of an established community, as noted, the alternatives would not result in the division of any communities. BART considers bicycle access an important component of station access, and bicycle access to station sites would be encouraged. See the discussion of bicycle facilities that begins in page 3.2-153 of the Draft Program EIR. Also, Mitigation Measure TR-9.2 requires BART to maintain existing bicycle networks and crossings of the BART alignment.
- PH3-S4.3 This comment concerns the merits of the alternatives and station locations. Please refer to Master Response 3 regarding the Chain of Lakes.
- PH3-S5 Nick Tynan
- PH3-S5.1 This comment concerns the merits of an alternative serving the freeway corridor to Greenville. Please refer to Master Response 8 regarding the timing and funding for the extension, and Section 3.16, Construction Impacts, of the Draft Program EIR for a

discussion of construction impacts. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

PH3-S6 Clay Widmayer

PH3-S6.1 This comment concerns the merits of the “hybrid” alternative, Alternative 2b. Please see Section 1.4 of this document, which presents a description and evaluation of impacts of Alternative 2b. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

PH3-S7 Chris Moore

PH3-S7.1 This comment concerns the merits of an alternative serving the I-580 freeway corridor to Greenville. Please refer to Master Response 8 regarding the timing and funding for the extension.

PH3-S7.2 Please refer to Master Response 3, Chain of Lakes/EI Charro Road Alignment, of this document, regarding the Chain of Lakes/EI Charro alignment, and the responses to Zone 7’s written comments in Comment Letter 12. As noted in these responses, BART acknowledges Zone 7’s present and future ownership interests in the Chain of Lakes area; the Draft Program EIR notes the area’s land use designation of Aggregate/Water Resource (see Figure 3.3-1 on page 3.3-5). With regard to engineering feasibility, please see the section titled “Engineering Feasibility and Design” of Master Response 3. Please also refer to Impact HS-4 starting on page 3.12-31 of the Draft Program EIR for a discussion of airport safety and height restrictions in relation to the BART extensions alternatives.

PH3-S8 Nancy Allen

PH3-S8.1 Please refer to Master Response 4 of this document, for a discussion of potential for visual impacts near the Staples Ranch site.

PH3-S8.2 The area described by the commentor (residences at the end of Stoneridge Drive and end of Mohr Drive) are 1,500 feet or more away from the EI Charro Road alignments. These areas are outside of the study area used in the Draft Program EIR for noise impacts, and the residents would be exposed to lower noise levels than those evaluated in the Draft Program EIR within the study area. Please refer to Section 3.10, Noise and Vibration, and to Master Response 4 of this document, for a discussion of potential for noise impacts to other closer sensitive receptors along this alignment including residents along EI Charro Road and the Staples Ranch site.

PH3-S8.3 Please refer to Master Response 4 of this document, for a discussion of potential for visual impacts near the Staples Ranch site, and Master Response 3 for impacts to the Chain of Lakes area.

- PH3-S8.4 This comment concerns the merits of the alternatives in relation to Staples Ranch. A change in property values and property tax revenues, in itself, is not considered an environmental impact under CEQA. This comment does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA and no further response is warranted.
- PH3-S8.5 This comment concerns the merits of a downtown station location and the "hybrid" alternative. Please see Section 1.4 of this document for a description and analysis of impacts of Alternative 2b.
- PH3-S8.6 Project costs are detailed in Appendix B of the Draft Program EIR. Please refer to Master Response 8 regarding the timing and funding for the extension.
- PH3-S8.7 Please refer to Response 18.1 regarding the inclusion of Pleasanton residents and the City of Pleasanton in the environmental review process. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.
- PH3-S9 Heidi Massie
- PH3-S9.1 This comment concerns the merits of an alternative serving the freeway corridor as far east as possible. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.
- PH3-S9.2 Please refer to Master Response 3 regarding the Chain of Lakes alignment alternatives, and Master Response 8 regarding funding and cost.
- PH3-S9.3 Please refer to Master Response 4 regarding the noise and traffic congestion impacts to proposed development in Staples Ranch, and to Master Response 3 regarding the noise and traffic congestion impacts in the Chain of Lakes area.
- PH3-S9.4 Please refer to the Draft Program EIR, pages 3.2-138 to 3.2-139 for discussion of parking for downtown and non-downtown station alternatives. Please refer to page 3.2-42 to the section entitled "Parking Improvement Projects" for discussion of parking improvement plans in the BART stations. The concept plan for the Downtown Livermore Station as evaluated in the Draft Program EIR assumes that most of the station parking will be in parking structures. Walking at night in any area is always a safety concern, but it is generally considered that walking in an area where there is pedestrian activity and active businesses is safer than walking in areas with few people around.
- PH3-S10 Dave Williams
- PH3-S10.1 Please refer to Response 127.2, which addresses similar comments raised by the speaker in his comment letter.

- PH3-S10.2 Please refer to Response PH2-S37.1 regarding noise and property values. Please refer to Master Response 3 regarding the Chain of Lakes alignment alternatives.
- PH3-S10.3 This comment concerns the merits of a project alternative, urging BART to pursue an alignment in the center of I-580 as a means to move the project forward quickly and stimulate near-term job creation. This comment does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alignment alternatives during the final hearing to select a preferred alternative.
- PH3-S10.4 Please refer to Master Response 8 regarding the funding for the extension and Livermore's contribution to funding. Please see the discussion of parking at the proposed stations that begins on page 3.2-138 of the Draft Program EIR.
- PH3-S11 Mary Ann Brent
- PH3-S11.1 This comment concerns the merits of Alternative 2b. Please see Section 1.4 for a description and analysis of impacts of Alternative 2b. Noise is discussed in Section 3.10, Noise and Vibration, of the Draft Program EIR. Please refer also to Master Response 5, which discusses noise impacts in Downtown Livermore. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.
- PH3-S12 Paul Kendall
- PH3-S12.1 This comment concerns the issues of building any alternative. Please refer to the Draft Program EIR, starting on page 3.2-138, for discussion of parking for the various alternatives and mitigation of spillover parking. The BART Board of Directors will balance the merits of the alternatives with the impacts during the final hearing to select a preferred alternative.
- PH3-S12.2 The stations that are included in the alternatives in Downtown Livermore are described in Section 2, Alternatives, of the Draft Program EIR. Impacts to Downtown Livermore from alternatives with downtown stations are described in Master Response 5. Additional discussion of parking facilities related to downtown stations are discussed beginning on page 3.2-139 of the Draft Program EIR.
- PH3-S12.3 The traffic analysis in the Draft Program EIR fully evaluated traffic, parking, and alternative modes of access within downtown Livermore, and did not focus on traffic on I-580. Please refer to the Draft Program EIR, pages 3.2-138 to 3.2-139 for discussion of parking for downtown and non-downtown station alternatives. For parking demand, supply and the shortfall or surplus of parking for each alternative, please refer to Tables 3.2-32 and 3.2-33 on pages 3.2-140 to 3.2-141. Please refer to the discussion of "Arterial and Intersection Improvement Projects" for the cities of

Pleasanton and Livermore on pages 3.2-36 to 3.2-40 and Tables 3.2-14 (page 3.2-37) and 3.2-15 (page 3.2-39) for proposed intersection, arterial, and roadway widening improvements near the study area. Please refer to page 3.2-42 to the section entitled "Parking Improvement Projects" for discussion of parking improvement plans in the BART station areas. Please refer to page 3.2-42 to the section entitled "Pedestrian Improvement Projects" for discussion of pedestrian improvements planned for Livermore, Pleasanton, and Dublin area. Please refer to page 3.2-44 to the section entitled "Trail Improvement Projects" for discussion of proposed trails and multi-use paths planned for Livermore, Pleasanton, and Dublin area. Please refer to page 3.2-45 to the section entitled "Bicycle Improvement Projects" for discussion of proposed bicycle facilities planned for Livermore, Pleasanton, and Dublin area. Please refer to page 3.2-40 to the section entitled "Connecting Transit Improvement Projects" for discussion of future planned transit connection improvements expected for the Livermore, Pleasanton, and Dublin area.

PH3-S13 Doug Mann

PH3-S13.1 The No Build Alternative represents what the transit system would be like if BART stopped at its current terminus at Dublin/Pleasanton. A number of transit agencies currently serve the Dublin/Pleasanton BART Station and bring patrons to the station. One of the goals of the BART to Livermore extension is to connect to ACE, which is a standard gauge rail system. To implement a connection, either BART has to extend to the existing rail corridor or the rail corridor has to extend to the Dublin-Pleasanton Station. Either scenario would have serious cost and environmental implications. For further discussion of a rail extension to BART, see Response 38.1.

PH3-S13.2 This comment supports BART to a downtown station and then to Vasco Road. Please refer to Section 5.4 in the Draft EIR regarding transit-oriented development (TOD) potential for each alternative, including at the Isabel/I-580 Station.

PH3-S14 Terese Cunningham

PH3-S14.1 This comment concerns the merits of Alternative 2b. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

PH3-S15 Dave Lowell

PH3-S15.1 Please refer to Section 5.4 in the Draft EIR regarding TOD potential for each alternative, including at the Isabel/I-580 Station.

PH3-S15.2 This comment concerns the merits of the Vasco Road Station. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.

- PH3-S16 Joel Villasenor
- PH3-S16.1 This comment concerns the merits of the Downtown Livermore and Vasco Road stations. Please see Section 1.4 of this document, which presents a description and evaluation of impacts of Alternative 2b which includes these stations. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.
- PH3-S17 John Butera
- PH3-S17.1 This comment concerns architectural design elements for a future station. Though architectural design does not occur during the Program EIR phase, basic station designs would be included in the project-level EIR/EIS phase.
- PH3-S17.2 BART owns several parcels, both in the Isabel/I-580 station area and in the Greenville Road area north of I-580. Ownership of these parcels does not ensure that the alignments that would connect these parcels would create the best long-term combination of stations and alignments, enhance system benefits, or avoid adverse environmental impacts. Therefore, the Draft Program EIR also considered alignment alternatives not using property already owned by BART.
- PH3-S17.3 The relationship between BART and land development, as well as the impetus behind recent regional transit-oriented development (TOD) policies, are outlined in Section 5.4, Regional Transit-Oriented Development Policies, of the Draft Program EIR. As explained in the document, both BART and MTC have adopted policies to encourage TOD in association with transit system expansion projects. These policies do not establish land development as integral to BART's overall mission, as suggested by this comment. Rather, the policies seek to establish that the selection of areas for transit improvements is justified, where the development capacity of station areas serving a proposed extension will both support acceptable ridership levels and accommodate growth resulting from the extension (page 5-11, paragraph 1). The policies establish expansion criteria that are designed to contend with the pressures of growth in the Bay Area and address the dispersal of jobs and housing, while reinvesting in BART and other transit systems (page 5-11, paragraph 4).
- PH3-S17.4 The comment concerns the economic benefits of constructing transportation infrastructure projects. The comment is noted; however, in general this is not a CEQA issue. The Population and Housing section of the Draft Program EIR, pages 3.4-14 to 3.4-15, discusses direct job creation associated with the alignment alternatives. Please refer to Master Response 8 regarding the timing and funding for the extension.

PH3-S18 Heather Truro

PH3-S18.1 Please refer to Master Response 5 of this document, regarding various impacts of the Downtown Livermore Station to the character and quality of Downtown Livermore; and Master Response 6 of this document, regarding the relationship of BART stations and crime.

PH3-S18.2 Concerning the issue of environmental impacts in Pleasanton, please see Master Response 3 and Master Response 4 of this document. Cost effectiveness is not a CEQA issue, but is considered by the BART Board in selecting a preferred alternative. BART's System Expansion Criteria considers cost effectiveness in ranking the alternatives, and will be included in the Preferred Alternative Memorandum (PAM) that will be submitted to the BART Board at the time of final certification of the Program EIR. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative.

PH3-S19 Corinna Wise

PH3-S19.1 Please see Sections 3.5 and 3.10 in the Draft Program EIR regarding visual and noise impacts in residential areas. This comment also raises concerns about safety and the risk of children getting onto the tracks. However, because BART is powered by electricity, the tracks must be fully grade-separated; therefore, persons would be unable to easily access the tracks.

PH3-S20 Chuck Weir

PH3-S20.1 This comment concerns the merits of an alternative staying in the I-580 freeway corridor to Greenville and cost per rider. Cost effectiveness is not a CEQA issue, but BART's System Expansion Policy (SEP) considers cost effectiveness in ranking the alternatives. BART conducted preliminary calculations for the cost per new rider for each alternative in the EIR, and these calculations were converted to a qualitative measure for comparison with BART's System Expansion Policy. Cost effectiveness will be considered by the BART Board in selecting a preferred alternative will be included in the Preferred Alternative memo (PAM) that will be submitted to the BART Board at the time of final certification of the Program EIR.

PH3-S21 Alejandro Perez

PH3-S21.1 The first part of this comment concerns the merits of a project alternative and does not concern the adequacy of the Draft Program EIR or BART's compliance with CEQA. The BART Board of Directors will consider the merits of the alternatives during the final hearing to select a preferred alternative. Please refer also to Master Response 6 of this document, regarding the relationship of BART stations and crime.

- PH3-S21.2 This comment concerns the merits of Alternative 2b which has been added to the Final Program EIR. Alternative 2b is described and its impacts are analyzed in detail in Section 1.4 of this document. The BART Board of Directors will consider the merits of Alternative 2b as well as the other alternatives during the final hearing to select a preferred alternative.
- PH3-S22 AJ Machaevich
- PH3-S22.1 This comment concerns the merits of Alternative 2b. Alternative 2b is described and its impacts are analyzed in detail in Section 1.4 of this document. In addition, the comment suggests BART extensions beyond Livermore to Tracy and Brentwood. This Program EIR document considers only at extension alternatives between the existing Dublin/Pleasanton BART station and Livermore. Currently, BART is not anticipating an extension beyond Livermore. These proposed extensions are beyond the scope of this Program EIR document, and are not consistent with MTC's Regional Rail Plan. Refer to Response 67.4 regarding MTC's Regional Rail Plan and extension to San Joaquin County.
- PH3-S22.2 This comment supports the merits of a Downtown Livermore Station with a connection to ACE. All the project alternatives, with the exception of Alternative 4, would connect to ACE. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.
- PH3-S23 Gary Mello
- PH3-S23.1 This comment concerns the merits of the alternatives via the Chain of Lakes and the merits of the Greenville Station location. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.
- PH3-S23.2 This comment concerns the merits of the Greenville Station with a connection to ACE. All the project alternatives, with the exception of Alternative 4, would connect to ACE. The traffic impacts of the stations are addressed in the Draft Program EIR (see pages 3.2-78 through 3.2-132), including having an end of the line station at Vasco Road. Having an end of the line station in Downtown Livermore would also result in an increase in traffic on downtown streets, similar to the analysis for other end of the line stations analyzed in the Draft Program EIR. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.
- PH3-S23.3 This comment concerns the merits of phasing station implementation, with Greenville as the first phase. A preliminary phasing plan, if it is determined to be appropriate for the project, would be developed in the design phase of the project, during the

development of the project-level EIR/EIS, and not during the current Program EIR process.

PH3-S24 Robert Allen

PH3-S24.1 This comment concerns a suggestion for a revised organizational structure for transit operating agencies in the Bay Area. Please see Response 42.1.

PH3-S24.2 Please see Response 46.4.

PH3-S24.3 This comment concerns the merits of the Isabel/Stanley and Isabel/I-580 station locations. Impacts related to access, traffic, land use, and mineral resources at the Isabel/Stanley Station site and the Isabel/I-580 Station are discussed in Sections 3.2, Transportation, Section 3.3, Land Use, and Section 3.7, Geology, respectively of the Draft Program EIR. Please also see Master Response 3 regarding impacts associated with the El Charro Road alignment through the quarries. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.

PH3-S24.4 Existing noise levels from the freeway do mask out much of the noise expected to be generated by the BART trains. As discussed in Impact NO-1 starting on page 3.10-22 of the Draft Program EIR, noise impacts from BART trains to sensitive receptors along I-580 are expected to be less than significant.

PH3-S25 Herb Ritter

PH3-S25.1 This comment concerns the merits of the alternatives via the Chain of Lakes and Staples Ranch, and the merits of connecting to ACE. Please see Master Response 3 regarding the Chain of Lakes and Master Response 4 regarding Staples Ranch. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.

PH3-S25.2 This comment concerns suggestions by the commentor for reduced BART fares, for road tolling, and for BART extensions beyond Livermore to Manteca and Los Angeles. This Program EIR document considers only BART extension alternatives between the existing Dublin/Pleasanton BART station and Livermore. BART fare levels and road tolls are beyond the scope of this Program EIR document. The proposed extensions to Manteca and Los Angeles are beyond the scope of this Program EIR document, and are not consistent with MTC's Regional Rail Plan for BART. However, these other locations may be served by a future High Speed Rail system. High Speed Rail is currently under study statewide by the California High Speed Rail Authority, and includes a proposed connection through the Altamont Corridor that could connect with BART in Livermore. This possible future connection is identified in the Draft Program EIR on pages 3.2-40 through 3.2-41.

- PH3-S26 David Lackey
- PH3-S26.1 This comment concerns the merits of a Downtown Livermore Station. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.
- PH3-S26.2 This comment concerns the merits of an alternative staying in the I-580 freeway corridor as a strategy to reduce noise, traffic, and greenhouse gases. Noise is discussed in the Draft Program EIR in Section 3.10, Noise and Vibration. Table 3.10-8 on page 3.10-23 summarizes the anticipated noise and vibration impacts from the alternatives in the program and the expected results from mitigation efforts. Traffic issues are addressed in the Draft Program EIR in Section 3.2, Transportation, with freeway traffic levels summarized in Table 3.2-25 on page 3.2-66. Greenhouse gas issues are addressed in Section 3.11, Climate Change, with greenhouse gas impacts summarized in Table 3.11-7 on page 3.11-27.
- PH3-S27 Jim Lenz
- PH3-S27.1 This comment suggests that the Isabel/I-580 Station be constructed without any parking, and have only kiss-and-ride and LAVTA bus access, with bus access connecting to a remote parking lot at Greenville for commuters from the east. Traffic and parking issues associated with the alternatives and with the station locations is addressed in Section 3.2. The size of the parking lot at the Isabel/I-580 Station alternative was sized based on anticipated demand, as described on page 3.2-35. BART provides parking for customer access at most stations on the system with the exception of stations in San Francisco (except Glen Park), and the Downtown Oakland and Downtown Berkeley stations. All suburban stations provide parking.
- The commentor's suggestion to provide a remote parking lot with a shuttle bus service to the Isabel/I-580 station would still require BART to construct a parking lot, and it would introduce operational complexity of a shuttle bus connection for riders instead of being able to walk directly from their parked cars to the station. Further, it may not reduce auto traffic on the overall network, and could cause delays to riders who would need to wait for the bus at the remote parking lot. Also, see Master Response 7 regarding sensitive biological issues at BART's Greenville property.
- PH3-S28 Don Kahler
- PH3-S28.1 This comment concerns the merits and feasibility of an El Charro Road alignment through the Chain of Lakes. Please refer to Master Response 3 regarding the engineering feasibility of constructing in the Chain of Lakes area. Please also refer to responses to Comment Letter 12. The BART Board of Directors will consider the merits of the alternatives and station locations during the final hearing to select a preferred alternative.

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Section 6

Revisions to the Draft Program EIR

6.1 INTRODUCTION

This section consists of text and graphics changes to the Draft Program EIR made as a result of comments or changes initiated by BART staff to correct any inaccuracies, clarify text, or update information in the Draft Program EIR. The following revisions are organized by their order in the Draft Program EIR. The page number, and when appropriate paragraph and sentence, of where the change(s) to the Draft Program EIR start is noted, and new text is underlined, while deleted text is denoted with ~~strikethrough~~.

6.2 REVISIONS TO THE DRAFT PROGRAM EIR

Section 1 – Introduction

Page 1-28, Table 1-1 is revised as shown on the following page.

Section 2 – Project Description

Page 2-13, first paragraph, first sentence:

Parking. The Isabel/I-580 Station would contain 4,100 ~~commuter~~ parking spaces distributed between a combination of surface lots and parking garages.

Page 2-62, first paragraph, third sentence.

Also, the nearby Greenville East Station offered similar levels of accessibility ~~and potential for transit-oriented development~~ and would have a connection between BART and ACE, making it preferable to the Greenville West option.

Page 2-64, after the second paragraph:

Several alignments and/or configurations were considered prior to formal scoping, but were not carried forward into the Program EIR for analysis, largely due to cost considerations, difficulty of construction, or impacts on areas outside of the urban growth boundary. These alignments or configurations rejected prior to scoping are:

- Tunnel/below-grade alignment parallel to I-580, just north of I-580 within the Caltrans right-of-way; and
- Elevated aerial alignment in the I-580 median for the length of the corridor, passing over all freeway overpasses and interchanges.

Table 1-1
Public Agencies with Possible Future Permit and/or Approval Authority

Agency	Statutory Authority	Permit or Approval Jurisdiction, Actions Covered	Documentation or Prior Approvals Required
Federal			
U.S. Environmental Protection Agency	Section 404 permit (Clean Water Act Amendment of 1977); Clean Air Act of 1970 as amended	Section 404 oversight	Review of this EIR
U.S. Army Corps of Engineers	Section 404 permit (Clean Water Act)	Section 404—permits for discharge of dredged or fill materials into waters of the United States, including jurisdictional wetlands according to Section 404(b)(1) guidelines	ENG form 4345 "Application for a Department of the Army permit," RWQCB certification pursuant to Section 401
U.S. Fish and Wildlife Service	Section 7 (Federal Endangered Species Act of 1972); Migratory Bird Treaty Act of 1918	Section 7—Taking (kill, harm, capture, harass etc.) of endangered and other special status plant or animal species Migratory Bird Treaty Act—Prohibition to "take" (kill, harm, harass, etc.) any migratory bird listed in 50 CFR 10, including their nests, eggs, or products	Review of this EIR Review of the Biological Assessment
Federal Aviation Administration	FAA Regulations Part 77 – Objects Affecting Navigable Airspace	Review of project for potential effects on aircraft safety	Project plans
State			
California Department of Fish and Game	California Endangered Species Act (CESA); Fish and Game Code, Sections 1601-1603 review; Fish and Game Code, Sections 3503, 3503.5, 3513, 3800	CESA—Review of project for "take" of endangered and other special status plant or animal species. Sections 1601–1603—Streambed Alteration Agreement, review of project for potential to alter streamflows or the bed and bank of a stream, lake, or pond. Sections 3503, 3503.5, 3513, 3800—prohibition to take possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this Code or any regulation made pursuant thereto	Review of this EIR Form # FG2023 "Notification of Removal of Materials Game and/or Alteration of Lake, River, or Streambed Bottom or Margin," map of area indicating public access, and environmental documentation Section 2081 Permit for the take of State listed species
California Department of Transportation (Caltrans)	Caltrans Encroachment Permit	Encroachment of federal and state-funded highways requiring the use of a Caltrans Encroachment Permit	Project plans
California Public Utilities Commission	Operating/Safety Approvals	Operating/safety approvals	Project plans
California Department of Toxic Substances Control	Resource Conservation and Recovery Act of 1976; Hazardous Waste Control Law	Review and oversight of cleanup of sites where surface and/or subsurface contamination has occurred due to the potential release of hazardous materials or wastes	Project plans

Table 1-1
Public Agencies with Possible Future Permit and/or Approval Authority

Agency	Statutory Authority	Permit or Approval Jurisdiction, Actions Covered	Documentation or Prior Approvals Required
State Water Resources Control Board	Section 402(o) of Clean Water Act	Section 402—National Pollutant Discharge Elimination System (NPDES) General Permits which regulate discharges of storm water from construction and industrial activities	Notice of Intent for storm water general permit coverage
State Historic Preservation Office	CEQA	Trustee agency for historic resources	Review of this EIR
Native American Heritage Commission	Public Resource Code Section 5097	Review of project for potential disturbance to native American heritage/burial sites	Consultation letter; Review of this EIR
Regional			
Regional Water Quality Control Board	Section 401 and 402 of Clean Water Act; Porter-Cologne Water Quality Control Act	Section 401 and Porter-Cologne Water Quality Control Act—Water Quality Certification, or waiver thereof, for construction in wetlands areas determined to be under Corps' jurisdiction (certification required before Corps' Section 404 permit may become effective Section 402—National Pollutant Discharge Elimination System (NPDES) permit which regulates discharge into surface waters	Application for Section 401 Water Quality Certifications and/or Report of Waste Discharge Copy of application to federal agency for permit (e.g., for Section 404 permit), EIR, copy of Section 404 (b) (1) alternative analysis, proposed mitigation plan, if any; Storm Water Pollution Prevention Plan
Metropolitan Transportation Commission	Section 176 (c) of Clean Air Act of 1970 as amended; MTC Resolution #3075; MTC Resolution #3434	Review all applications for state or federal funding	Project plans and EIR
BART	CEQA	Lead agency for EIR; approval of project and expenditure of funds	Certification of EIR and approval of Findings and Statement of Overriding Considerations
Local			
Alameda County	Encroachment permit	Possible encroachment permit for construction within County-owned right of way	Project plans
City of Livermore	Encroachment permit	Possible encroachment permit for construction within City-owned right-of-way	Project plans

Table 1-1
Public Agencies with Possible Future Permit and/or Approval Authority

Agency	Statutory Authority	Permit or Approval Jurisdiction, Actions Covered	Documentation or Prior Approvals Required
	<u>Entitlement process</u>	<p>Related to the entitlement process, the City will undertake a number of updates to its own plans to accommodate the proposed project, including:</p> <ul style="list-style-type: none"> • <u>General Plan Amendment to show the approved alignment and amend any supporting policies;</u> • <u>Livermore Development Code to identify revised plan lines, if needed;</u> • <u>Other policy documents/ordinances, if needed to show the alignment, and</u> • <u>Necessary easements.</u> 	<u>Project plans</u>
City of Pleasanton	Encroachment permit	Possible encroachment permit for construction within City-owned right-of-way	Project plans
City of Dublin	Encroachment permit	Possible encroachment permit for construction within City-owned right-of-way	Project plans
Alameda County Congestion Management Agency	CEQA	Review project for conformance with ACCMA's transportation plans	Review of this EIR
Alameda County Transportation Authority/Alameda County Transportation Improvement Authority	CEQA	Review project for conformance with ACTA/ACTIA's transportation plans	Review of this EIR
Alameda County Airport Land Use Commission	Public Utilities Code Section 21670	Review project under the "Determination of Plan Consistency" process	Project plans
Zone 7 Water Agency	CEQA	Review project for conformance with Zone 7 requirements	Project plans, including hydraulic design
	<u>Encroachment permit</u>	<u>Easements and/or aerial easements may be required within the Zone 7 right-of-way</u>	<u>Project plans</u>
Livermore Amador Valley Transit Authority	CEQA	Review project for conformance with LAVTA transit plans	Review of this EIR

Source: PBS&J, 2009.

Section 3.2 – Transportation

Page 3.2-7, first paragraph:

Table 3.2-2
Arterial Study Segments
in the BART to Livermore Extension Study Area

Arterial	From	To	Location
1. Greenville Road	Altamont Pass Road	Patterson Pass Road	Livermore
2. Vasco Road	Northfront Road	East Avenue	Livermore
3. First Street	I-580 Eastbound Ramps	Scott Street	Livermore
4. First Street	Scott Street	Holmes Street/ Murrieta Boulevard/ College Avenue	Livermore
5. Livermore Avenue	I-580 Eastbound Ramps	Chestnut Street	Livermore
6. Livermore Avenue	Chestnut Street	East Avenue	Livermore
7. Stanley Boulevard	Valley Avenue	Murrieta Boulevard	Livermore/Pleasanton/ Unincorporated Alameda County
8. Stanley Boulevard	Murrieta Boulevard	Livermore Avenue	Livermore
9. Isabel Avenue	I-580 Eastbound Off-Ramp	Concannon Boulevard	Livermore

Source: Wilbur Smith Associates, 2009.

Page 3.2-19, sixth paragraph, fourth sentence:

~~The lot will be relocated with construction of the new I 580/Isabel Avenue interchange.~~

Page 3.2-30, fifth paragraph, second sentence:

For this project the long-term permanent impacts are evaluated against expected condition existing in 2035. This assumes the planned growth (jobs and employment) and related funded transportation improvements as proposed in the MTC 2009 RTP.

Page 3.2-38, first paragraph, first sentence:

The 2001 RTP for the San Francisco Bay Area (revised in November 2002) was developed by MTC, and was mostly recently updated and approved in April 2009. The following roadway improvement projects are scheduled on regional facilities in and near the City of Livermore area and are identified in the 2009 updated RTP:

Page 3.2-42, footnote 12:

This complex includes the existing Bankhead Theater and ~~Bothwell Arts Center~~ and future 2,000-seat regional theater scheduled for completion in 2011.

Page 3.2-55, first paragraph:

BART patrons from San Joaquin County represent a significant segment of the ridership in the Tri-Valley area, and account for approximately 30 percent of projected BART ridership under the Tri-Valley area in all build alternatives, as shown in Table 3.2-20. This ranges from 16,800 riders per day under Alternative 4 to 22,600 riders per day under Alternative 1. Currently, to access the BART system, these patrons must drive, use a regional bus line, or connect via ACE by local bus. The BART extension alternatives would provide a closer connection to the BART system for San Joaquin County BART patrons by driving, bus, and in some cases as direct connection to ACE. ~~As shown in Table 3.2-20, San Joaquin County patrons represent almost 30 percent of future BART ridership with the extension alternatives.~~

Page 3.2-129, fourth paragraph:

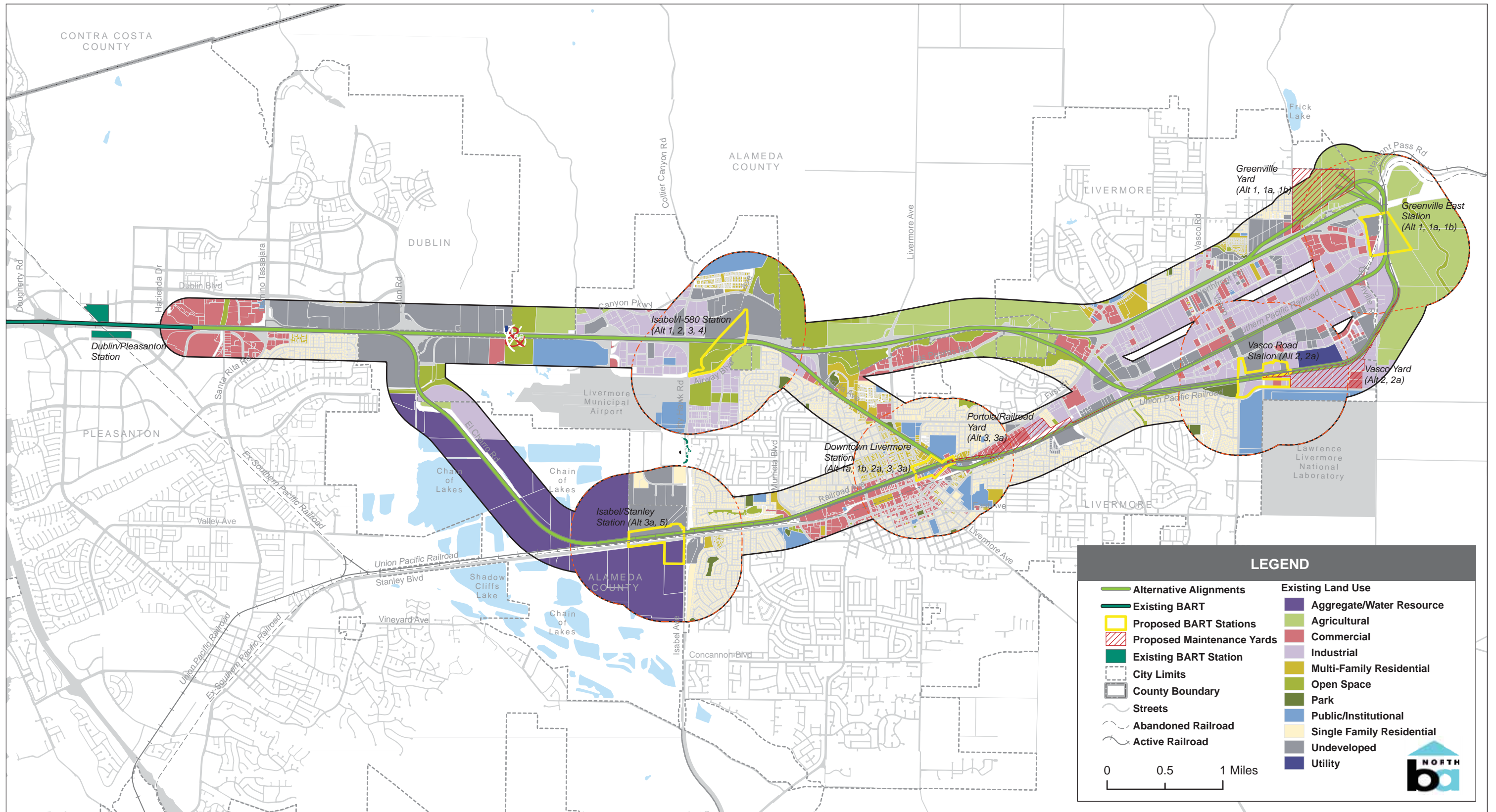
TR-4.1 Provide Lane Configuration Adjustments and Signalization Improvements at the Intersection of Airway Boulevard/Isabel Avenue (Alternatives 1, 2, ~~2a~~, 3a, 4, 5). Modification of the eastbound Airway Boulevard approach from one shared left-through-right lane and one exclusive right turn lane to one exclusive left turn lane, one through lane, and two exclusive right turn lanes would improve the intersection operations to an acceptable LOS.

Page 3.2-151, third paragraph:

TR-7.3 Maintain Pedestrian Facilities Around Station Sites (~~Alternatives 3a, 5~~). Pedestrian facilities shall be retained where a station site bisects existing facilities. Designs to provide a pedestrian connection to the BART development and relocate pedestrian facilities to avoid disruptions to through pedestrian traffic shall be employed.

Section 3.3 – Land Use

Page 3.3-5, Figure 3.3-1 is revised to show the current land uses at the former Hexcel plant as vacant.



Source: County of Alameda, Office of the Assessor, 2009; DC&E, 2009.

EXISTING LAND USES IN BART TO LIVERMORE STUDY AREA
FIGURE 3.3-1

Page 3.3-8, first paragraph, fifth sentence:

As of the time of completion of this document, the land, often referred to as the "Chain of Lakes" area, is largely under ownership of Rhodes & Jamieson, and private mining ventures such as Vulcan Material Company, and Alameda County Flood Control and Water Conservation District, Zone 7 (Zone 7). Under the terms of Alameda County's 1981 *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR)*, further portions of the land currently owned by Rhodes & Jamieson are to be deeded to Zone 7 for reclamation at various times over the course of the next 20 years. For example, Zone 7, which currently owns Cope Lake, is slated to take ownership of Lake H in 2014.

Page 3.3-19, after the first paragraph:

Regional Transit-Oriented Development Policy. BART System Expansion Policy and MTC Resolution #3434 are described in Section 5.4, Regional Transit-Oriented Development Policy. The application of these policies to each program alignment is also analyzed in Section 5.4.

Page 3.3-19, after the second paragraph:

East Bay Regional Parks District (EBRPD) 2007 Master Plan Map. The EBRPD is currently updating the written portion of its 2007 Master Plan, which will ultimately define the District's vision, prioritize future expansion, and provide policies and guidelines to implement that expansion. Although the written portion of the Master Plan is not complete, the 2007 Master Plan Map has been officially adopted by the EBRPD Board of Directors. This map identifies potential future EBRPD parklands and trails, including several potential regional trails that would intersect the Chain of Lakes area. The El Charro aerial structure included in Alternatives 1a, 1b, 2a, 3a, and 5 would pass over these future trails and would not impede movement along the trails.

Page 3.3-23, before the second paragraph:

Alameda County Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR). Adopted in November 1981, LAVQAR is a plan for the reclamation, reuse, and rehabilitation of the 3,820-acre area between Pleasanton and Livermore designated for sand and gravel quarrying. LAVQAR was developed in response to the State Surface Mining and Reclamation Act of 1975, which requires reclamation plans for all mining operations conducted after January 1, 1976. The central concept of LAVQAR is the gradual transformation of quarried pits into a "chain of lakes" that will provide a surface water storage and conveyance system and flood control strategy for Zone 7. Under the terms of this reclamation agreement, quarry operators must dedicate mined-out pits, water management facilities, and supporting land areas to Zone 7 for ownership and management. Although some portions have already been dedicated to Zone 7, LAVQAR is a staged reclamation process by which mined-out lands will be dedicated to Zone 7 until the year 2030, when reserves are expected to be depleted.

Although station areas or yards would not encroach into this area, the El Charro Road alignment of Alternatives 1a, 1b, 2a, 3a, and 5 would traverse a part of this area. While the specific details of the future uses and activities envisioned by the LAVQAR remain speculative at this time, an aerial structure would not necessarily detract from the proposed water storage and flood control facility or conflict with possible recreational uses considered for the mined-out quarry pits. However, this issue would be reevaluated in a BART to Livermore project EIR, if this alignment alternative is selected and the water storage and flood control facilities and recreational uses are in place at that time.

Page 3.3-28, fourth paragraph, third and fourth sentences:

Exceptions to this pattern include the area just east of between Santa Rita Road and El Charro Road south of I-580, in Pleasanton and unincorporated Alameda County. This area is dominated by contains medium-density, single family residential land uses as well as an area of multi-family residential land use recently designated by the City of Pleasanton as part of the Staples Ranch Specific Plan.

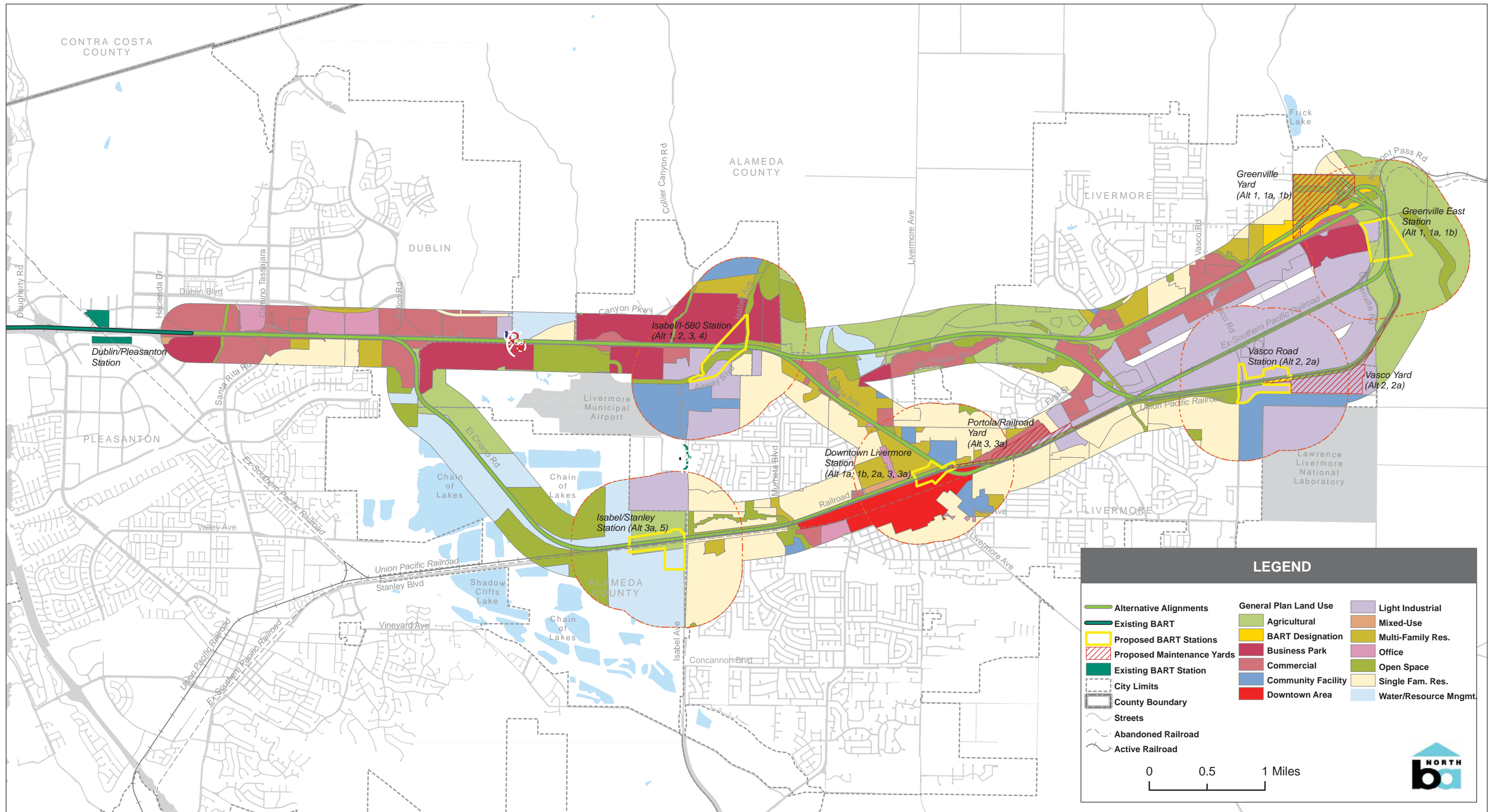
Page 3.3-29, Figure 3.3-5 is revised to reflect changes to the General Plan land use designations at the Staples Ranch site in Pleasanton and the former Hexcel plant in Livermore.

Page 3.3-31, fourth paragraph, third and fourth sentences:

A small portion of this corridor, just east of El Charro Road and south of the I-580, is designated for regional commercial uses, including mixed-use and business park, as part of the Livermore's El Charro Specific Plan. A portion—The area just west of El Charro Road just and south of I-580—lies within the Pleasanton SOI and was recently designated for commercial and open space uses is currently proposed for annexation as part of the Staples Ranch Specific Plan.

Page 3.3-45, second sentence under Alternative 1a:

Although this alternative would include an elevated section above El Charro Road, there are relatively few surrounding sensitive land uses, are not sensitive and these uses would not be adversely affected by BART operations.



Source: County of Alameda, 1996; City of Livermore, 2003; City of Pleasanton, 2003; City of Dublin, 2008.

GENERAL PLAN LAND USE DESIGNATIONS IN BART TO LIVERMORE STUDY AREA

FIGURE 3.3-5

Section 3.4 – Population and Housing

Page 3.4-7, Table 3.4-3 is revised as follows:

Company	Use	Number of Employees	Nearest Station	Radial Distance (miles)
Activant Solutions	Business Services	363	Greenville East	0.19
Costco Wholesale	Retail	245	Isabel/I-580	0.40
Las Positas College ^a	Community College	490	Isabel/I-580	0.60
City of Livermore	Government	656	Downtown Livermore	0.70
Livermore Area Rec. & Park District	Government	508	Downtown Livermore	0.73
Valley Care Health System	Medical Office	1,300	Downtown Livermore	0.78
WalMart Stores	Retail	265	Downtown Livermore	0.82
Kaiser Permanente Health Center	Medical Office	130	Downtown Livermore	0.84
Lowe's Home Improvement Store	Retail	150	Downtown Livermore	0.94
Target	Retail	185	Downtown Livermore	1.19
Topcon Positioning Systems	Manufacturing	394	Vasco Road	0.12
Johnson Controls, Inc.	Manufacturing	279	Vasco Road	0.20
Lawrence Livermore Natl. Lab.	Government R&D	8,750	Vasco Road	0.30
McGrath RentCorp	Equipment Rental	185	Vasco Road	0.36
Valmark Industries	Manufacturing	180	Vasco Road	0.38
Kaiser Permanente Distribution Ctr.	Warehouse and Distribution	675	Vasco Road	0.55
Sandia National Laboratory	Government R&D	910	Vasco Road	1.00
Form Factor	Manufacturing / R&D	1,000	Vasco Road	1.16
Wente Vineyards	Winery	676	Vasco Road	2.04

Sources: City of Livermore, Economic Development Department, 2009; Las Positas Community College, 2009; BAE, 2009.

Notes:

a. Las Positas College currently enrolls approximately 8,800 day and evening students.

Section 3.5 – Visual Quality

Page 3.5-25, first paragraph, fifth and sixth sentences:

The aerial structure would be visually prominent ~~obtrusive~~ due to the fact that, unlike the area around the intersection of El Charro Road and I-580, there is no existing transportation infrastructure of similar visual quality in the immediate area ~~in an environment where no such existing structures exist.~~ However, because this area ~~the aerial structure would be located in an area where the~~ is of low overall existing visual quality and largely devoid of built and natural features and scenic vantage points ~~is low~~, the aerial structure along El Charro Road would not result in a significant impact for this alternative.

Section 3.6 – Cultural Resources

Page 3.6-7, paragraph 1:

Several buildings around the intersection of Livermore Avenue and First Street were used at various times as City Hall before it moved to South Livermore and Pacific Avenues in ~~1974~~ 1978.

Section 3.7 – Geology, Soils and Seismicity

Page 3.7-5, Figure 3.7-1 is revised to show the Mount Diablo Thrust, Livermore, and Verona faults.

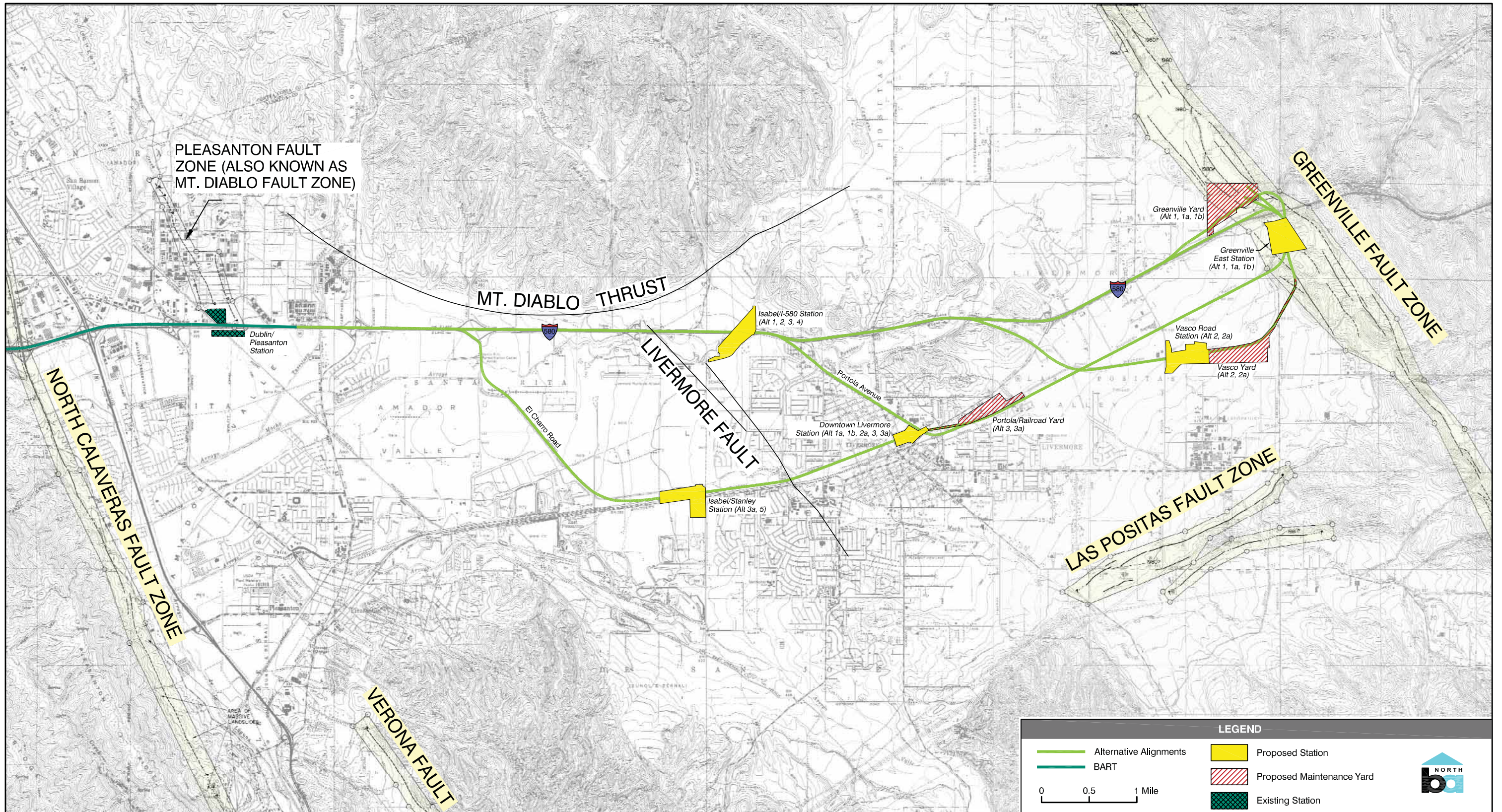
Page 3.7-25, Figure 3.7-5 is revised to show the mineral extraction areas in the Chain of Lakes as gravel pits.

Page 3.7-13 - last paragraph:

In addition, there are buried thrust faults, and inferred faults near the study area, such as the Mount Diablo Thrust. ABAG identifies the Mount Diablo Thrust as “the most active thrust fault” in the Bay Area¹. According to a study of earthquake probabilities for the San Francisco Bay Region conducted by the USGS Working Group of California Earthquake Probabilities, the Mount Diablo Thrust Fault is capable of generating a magnitude 6.7 or greater earthquake with an estimated 0.03 probability (i.e. three percent probability) of it occurring during the period from 2002 to 2031.² The state recognizes that buried thrust faults exist; however, their fault planes extend under wide area and extremely difficult to identify and characterize. Consequently, regulations such as the Alquist-Priolo Earthquake Fault Zoning Act have not been applied to them.

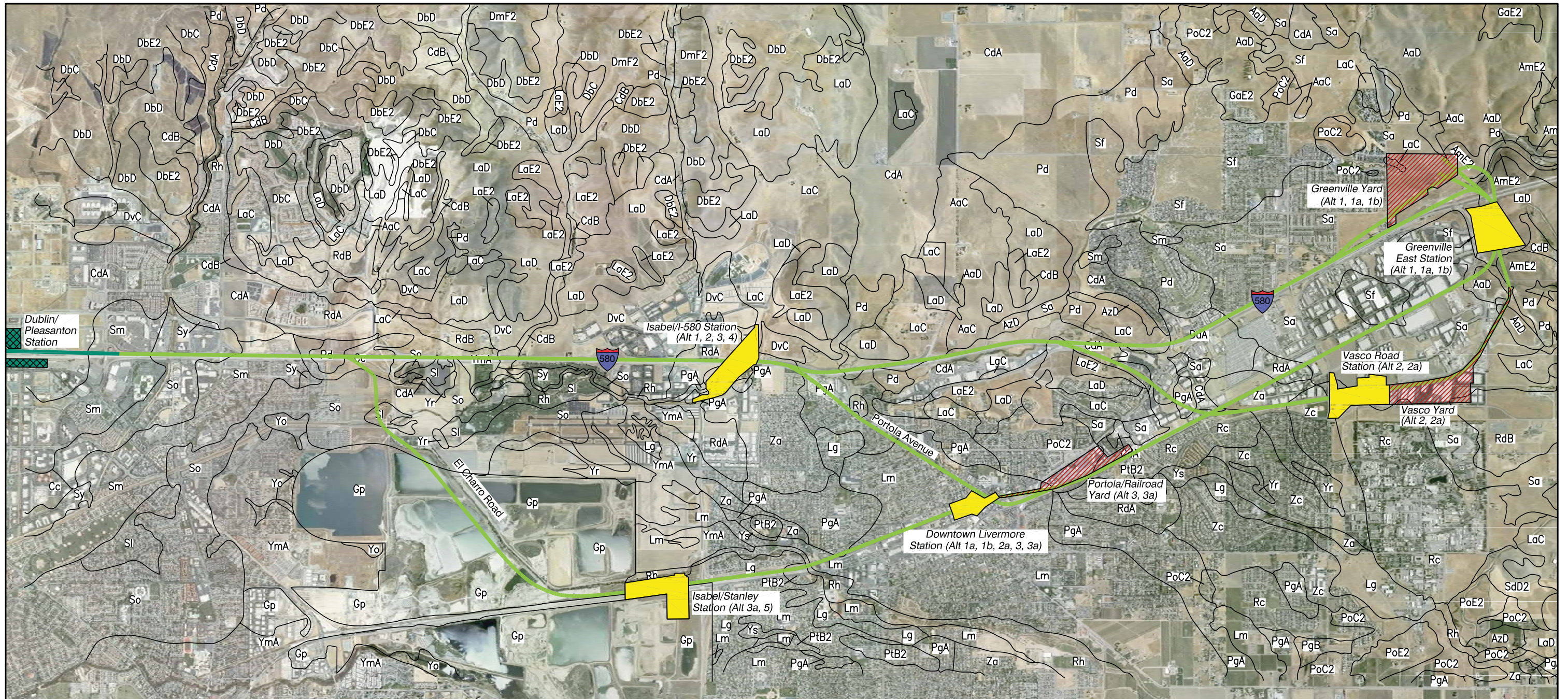
¹ <http://www.abag.ca.gov/bayarea/eqmaps/doc/thrusts.html>

² United States Geologic Survey, Earthquake Probability for the San Francisco Bay Region 2002-2031: Results and Discussion - Working Group on California Earthquake Probabilities. Open File Report 03-214, 2002



Source: Fault Zone Maps, Special Studies Zones (Dublin, Livermore, and Altamont Quadrangles), The Resources Agency, Department of Conservation, January 1, 1982.

**REGIONAL FAULTS
IN BART TO LIVERMORE STUDY AREA
FIGURE 3.7-1**



SOILS TYPE KEY

AaC Altamont clay	DbD Diablo clay	Lg Livermore gravelly loam	RdA Rincon clay loam	So Sycamore silt loam
AaD Altamont clay	DbE2 Diablo clay	Lm Livermore very gravelly coarse sandy loam	RdB Rincon clay loam	Sy Sycamore silt loam over clay
AmE2 Altamont Clay	DmF2 Diablo clay	Pd Pescadero clay	Rh Riverwash	YmA Yolo loam
AzD Azule clay loam	DvC Diablo clay	PgA Pleasanton gravelly loam	RoF Rock land	Ys Yolo sandy loam
CdA Clear Lake clay	GaE2 Gaviota rocky sandy loam	PgB Pleasanton gravelly loam	Sa San Ysidro loam	Yr Yolo gravelly loam
CdB Clear Lake clay	Gp Gravel pit	PoC2 Positas gravelly loam	SdD2 Shedd silt loam	Yo Yolo loam over gravel
Cc Clear Lake clay	LaC Linne clay loam	PoE2 Positas gravelly loam	Sf Solano fine sandy loam	Zc Zamora silty clay loam
DaA Danville silty clay loam	LaD Linne clay loam	PtB2 Positas gravelly loam	Sl Sunnyvale clay loam	Za Zamora silt loam
DbC Diablo clay	LaE2 Linne clay loam	Rc Rincon loam	Sm Sunnyvale clay loam over clay	

LEGEND

Proposed Station	Alternative Alignments
Proposed Maintenance Yard	BART
Existing Station	

0 0.25 0.50 0.75 Mile

Image Source: Google Earth Pro, Version 5.0.11337.1968
 Data Source: Soil Survey: Alameda Area, California, US Department of Agriculture, Series 1961, No.41, March 1966

**SOIL TYPE LOCATION MAP
 IN BART TO LIVERMORE STUDY AREA
 FIGURE 3.7-5**

Page 3.7-27, first paragraph:

~~Prior to mining in the quarry lands, the lands were considered to have the "least" landslide susceptibility, soils that are well drained, and "slight" erosion hazards. However, because of significant mining in the quarry lands, current soil characteristics in the quarry lands are not known without new soil mapping and boring data. As shown in Figure 3.7-4 and described in Table 3.7-5, the quarry lands are considered to have the "least" landslide susceptibility and would be expected to remain relatively stable unless the topography were radically modified. The soils in the quarry lands are Yolo loams. These soils are well drained and considered to have a "slight" erosion hazard, indicating that little or no erosion is likely.³⁷ The quarries are in Quaternary deposits Qa (Latest Pleistocene to Holocene alluvial deposits). Liquefaction susceptibility associated with these deposits is moderate.³⁸~~

Page 3.7-27, third paragraph:

~~Vulcan holds an active permit, SMP-16, to mine, among other areas, the SMP-16 area land south of Stanley Boulevard, in the southwest corner of the intersection of Stanley Boulevard and Isabel Avenue; the area has been mined for sand and gravel products at least since the 1950s. A Reclamation Plan for the property has been approved by the County and mining can occur on any part of the property. Current mining operations (commenced in 2008) are ongoing in the SMP-16 area north and south of Stanley Boulevard, and are anticipated to be completed by 2013 continue at least until 2030.~~

Page 3.7-27, fifth paragraph:

~~The property northwest of the intersection of Stanley Boulevard and Isabel Avenue and properties farther north near the airport (formerly known as SMP-38, -39, and -40) were proposed for mining operations to commence upon the completion of the existing mining operations in 2013. However, those plans were withdrawn and, although the area northwest of the intersection of Stanley Boulevard and Isabel Avenue is not covered by any mining permit or reclamation plan,³⁵ future mining would not be precluded in the area, after an SMP had been re-established for it. The area is designated as Optional Lake K in the LAVOAR 2030 Staging Plan, and could be available to capture polluted runoff water from urban development. Future mining is planned for the area south of Stanley Boulevard.³~~

Page 3.7-32, second and third paragraphs:

~~Surface Mining and Reclamation Act. Mining of sand and gravel in the vicinity of the project began prior to 1900. In 1956, the County adopted Ordinance 181 N.S. to systematize quarry permitting and prohibit pollution or contamination of usable water-bearing aquifers in what is now known as the Chain of Lakes area. Quarry reclamation generally was not provided at that time. By 1965, recognizing that quarry reclamation was needed and that reclamation plans could not be limited to individual properties because of the interconnected nature of the aquifers, quarry operators agreed to a joint effort to develop a master plan to~~

³ Vulcan Materials Company, Western Division, SMP-16 Periodic Review of Mining and Reclamation Report by Permittee, 2008.

address the entire Chain of Lakes area. In 1977, the County adopted an updated Surface Mining Ordinance based on the state's Surface Mining and Reclamation Act (SMARA) and, in 1981, adopted the Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (LAVQAR).⁴

Surface ~~and~~ Mining and Reclamation Act. The Surface ~~and~~ Mining and Reclamation Act (SMARA) was enacted in 1975 for the dual purpose of identifying and mapping economically valuable mineral resources (including gold, sand, and gravel) and establishing a regulatory framework for the operation and eventual reclamation of surface mining operations. Section 3704, Performance Standards for Backfilling, Regrading, Slope Stability, and Recontouring, of SMARA requires the quarry operator to compact any fill in accordance with the current County Building Code specifications and create final slopes no steeper than 2:1 (horizontal to vertical). Cut slopes, including final quarry walls and faces, are required to have a minimum slope stability factor of safety that is suitable for the proposed end use and conform to the surrounding topography and/or approved end use. It is the County's responsibility, as the State's agent for SMARA enforcement, to inspect the slopes and assure that they are stable.

Surface Mining Permits. Property southwest of the intersection of Isabel Avenue and Stanley Boulevard encompassed by Surface Mining Permit SMP-16 has been approved for mining under vested Alameda County Quarry Permits. These areas would be reclaimed upon completion of mining in approximately 2030 as basins for future Lakes C and D of the Chain of Lakes to be developed by Zone 7 pursuant to the County of Alameda LAVQAR.

Specific Plan for Livermore-Amador Valley Quarry Area Reclamation. The Specific Plan for LAVQAR was adopted in 1981 to enable the use of the competing resources of land, water, and sand and gravel with a minimum of conflict and disruption; plan for reclamation, productive reuse, and rehabilitation of the Quarry Area (now known as the Chain of Lakes); mitigate the adverse effects of mining; satisfy the requirements of SMARA and the County Mining Ordinance; and provide a coordinated plan for the arrangement of the mining lands, their surface waters, and their underlying aquifers into a coherent, flexible form reflecting their interrelated geology, hydrology, land use, etc. throughout the Chain of Lakes. The key concept of the master reclamation plan is the transformation of the quarry pits into a series of lakes, over a period of 50 to 60 years, to be managed by Zone 7, to provide a surface water storage and conveyance system to replace a portion of the pre-existing aquifer system feeding the groundwater basin.

The Specific Plan contains 21 policies that serve as a guide for decisions concerning actual land use modifications in the Chain of Lakes. The County Planning Commission is the Lead Agency and coordinator responsible for implementation of the Specific Plan. Three policies, 14, 15, and 21, relate to the alternative alignments along El Charro Road through the mining lands:

- Policy 14 specifies that minimum 50-foot setbacks shall be established from existing public streets.

⁴ Specific Plan for Livermore-Amador Valley Quarry Area Reclamation, Alameda County Board of Supervisors, adopted November 5, 1981, p.2, 3.

- Policy 15 specifies that if El Charro Road becomes a public street, its alignment shall be coordinated with appropriate public agencies.
- Policy 21 specifies that if an operator's ability to meet the requirements of its reclamation plan because of any government action that restricts an operator's conduct of its mining operation, the operator and the County shall negotiate in good faith to agree on a revised reclamation plan.

~~It is the County's responsibility, as the State's agent for SMARA enforcement, to inspect the slopes and assure that they are stable.~~

Page 3.7-46, Impact GEO-5:

GEO-5 Loss of a Mineral Resource or Mineral Resource Recovery Site

Figure 8-3 of the *City of Livermore General Plan*, Open Space and Conservation Element, indicates that Alternatives 1a, 1b, 2a, 3a, and 5 would cross State-designated Mineral Resource Sectors in areas ~~designated~~ classified as MRZ-2. Alternatives 1a, 1b, 2a, 3a, and 5 would approximately follow the present alignment of El Charro Road adjacent to through currently active quarry lands (Resource Sector A-1) and adjacent to reclaimed quarry pits in Alameda County, near Stanley Boulevard known as the Chain of Lakes area. To the extent that nearly all of the aerial alignment for these alternatives would be within the right-of-way of a public El Charro Road approximately following the present alignment of the privately owned El Charro Road and that the sand and gravel resources would have been completely excavated by the time the BART project was implemented, there would be no impact to mineral resources for that alignment.

Approximately 1,200 lineal feet of the proposed aerial structure near the northern end of El Charro Road and approximately 1,200 lineal feet near the southern end would be off the present road alignment and would cover less than 2 acres each. If recoverable mineral resources remain in these two areas, there could be some loss of access to them that would need to be assessed in a project-level environmental review document. Although the actual loss of access to recoverable mineral resources would be relatively minor when compared to the remaining resources in the Livermore-Amador Valley, there could be a significant impact, based on the areas being in a designated Resource Sector. If the BART Board has selected one of the five alternatives that uses the El Charro Road alignment as its preferred alternative, then further consultation with the quarry owners and the agencies involved in SMARA and the LAVQAR Specific Plan would be warranted to determine the feasibility of mitigating the impacts if mineral resources were still present at the time a project-level review is performed.

The Chain of Lakes area's sandy soil would necessitate the use of steel pipe piles, rather than pre-cast concrete piles, as vertical support for the proposed elevated tracks—guideway. Retaining walls probably would not be needed because the horizontal separation between the proposed construction area and the quarries appear to be sufficient to allow grading of the necessary retaining slopes. The Isabel/Stanley Station associated with Alternatives 3a and 5 would occupy an approximately 33-acre site divided by Stanley Boulevard and bounded by quarry lands on the west (Resource Sectors A-1 and A-2) and on the south (Resource Sector A-2), potentially creating an impact if those resources have not been completely

excavated by the time the BART project is implemented. None of the BART extension alternatives would involve extraction or disposal of mineral resources.

Alternative 1 – Greenville East. Alternative 1 would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to these activities.

Alternative 1a – Downtown-Greenville East Via UPRR. Alternative 1a would not involve extraction or disposal of mineral resources. Alternative 1a would approximately parallel follow the present alignment of El Charro Road through the Chain of Lakes, primarily on the west side of the road, but crossing it at the north and south ends. ~~area; however, the proposed tracks would not encroach into areas where minerals are actively being recovered.~~ Quarry pits adjacent to most of the proposed alignment have been fully extracted. Truck access to remaining mineral extraction areas on either side of El Charro Road is limited to consist of two or to three at-grade connections with El Charro Road. ~~The BART aerial guideway in this stretch would primarily run along the west side of El Charro Road. This~~ The proposed aerial structure guideway would be designed so that the support columns would avoid obstruction of any of these access points that remain at the time of the BART project implementation and, similarly, would avoid disturbance to the conveyor system that transports quarried materials under El Charro Road, as well as the one road undercrossing of El Charro Road for quarry trucks. The proposed aerial structure would be designed to be high enough to avoid interference with the railcar loading facilities between El Charro Road and Isabel Avenue.

Alternative 1a would run adjacent to the Vulcan aggregate plant site, recycle plant, and settling ponds. The proposed elevated tracks in this area would be designed to avoid ~~not~~ limiting access to the Vulcan facilities during operation, although there could be some temporary delays to quarry traffic during construction. The alignment would follow Stanley Boulevard south of the extended mining operation site ~~(which commenced in 2008).~~ ~~However;~~ however, this mining area is not adjacent to the proposed alignment and access to the pits would not be limited during construction or operation. ~~Consequently, there would be no impact related to loss of access to mineral resources along this alignment.~~

At this time, El Charro Road is not a public street; however, but it by the time the BART extension would be constructed, it has been assumed in the design of the aerial guideway that the road has become a public right-of-way and its alignment would be consistent with the plans by affected local jurisdictions, LAVQAR Policy 15, and appropriate setbacks (probably 50 feet) would be established (LAVQAR Policy 14). LAVQAR Policy 21 provides a mechanism for the mining operator and the County to resolve issues arising from the establishment of a public right-of-way along El Charro Road with respect to changes in reclamation plans. Similar negotiations would be appropriate with respect to potential encroachment of the proposed alignment on remaining recoverable mineral resources. It is reasonable to assume that El Charro Road would not become a public street until all or most of the mineral resources along its present alignment had been extracted. In that case, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.

Alternative 1b – Downtown-Greenville East Via SPRR. Alternative 1b would not involve extraction or disposal of mineral resources. ~~Also, like Alternative 1a, Alternative 1b would not encroach into areas where minerals are actively being recovered and would have elevated tracks in the vicinity of the Vulcan facilities. As such, Alternative 1b would also have no impact on the availability of, or access to, mineral resources.~~ As with Alternative 1a, a section of Alternative 1b would be an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.

Alternative 2 – Las Positas. Alternative 2 would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to these activities.

Alternative 2a – Downtown-Vasco. Alternative 2a would not involve extraction or disposal of mineral resources. ~~Also, like Alternatives 1a and 1b, Alternative 2a would not encroach into areas where minerals are actively being recovered and would have elevated tracks in the vicinity of the Vulcan facilities. As such, Alternative 2a would also have no impact on the availability of, or access to, mineral resources.~~ As with Alternatives 1a and 1b, a section of Alternative 2a would be in an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.

Alternative 3 – Portola. Alternative ~~23~~ would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to mining operations.

Alternative 3a – Railroad. Alternative 3a would not involve extraction or disposal of mineral resources. ~~This alternative would have elevated tracks in the vicinity of the Vulcan facilities and would thus not impede access to the Vulcan facilities during operation, as described previously for Alternative 1a.~~ As with Alternatives 1a, 1b, and 2a, a section of Alternative 3a would be in an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure.

The Isabel/Stanley Station associated with Alternative 3a would be constructed on an approximately 33-acre site divided by Stanley Boulevard and bounded by quarry lands on the west (Resource Sectors A-1 and A-2) and on the south (Resource Sector A-2). If mineral resources remained unmined on this site, The construction of the Isabel/Stanley Station would eliminate access to underlying aggregate deposits in Resource Sector A-2. When these quarry lands were originally designated in 1983, all of Sector A was estimated to contain 383 million tons of sand and gravel resources. By the time the Livermore General Plan was updated in 2004, about 27 percent (104 million tons) of material had been removed. The portion of the

proposed Isabel/Stanley Station site south of Stanley Boulevard covers about 3 percent (8 million tons) of the remaining resources in Sector A. Because an estimated 271 million tons of resources remain in Sector A, plus an additional estimated 176 million tons of reserves in nearby Sectors B and C, the loss of access to mineral resources at the proposed Isabel/Stanley Station site is considered significant.

Alternative 4 – Isabel/I-580. Alternative would not be within a State-designated Mineral Resource Sector and would have no impact on the availability of such a resource. Also, this alternative would not run ~~along~~ through active mining operations, and would have no impact on access to these activities.

Alternative 5 – Quarry. Alternative 5 would not involve extraction or disposal of mineral resources. ~~This alternative would have elevated tracks in the vicinity of the Vulcan facilities and would thus not impede access to the Vulcan facilities during operation. Like~~ As with Alternatives 1a, 1b, 2a, and 3a, a section of Alternative 3a would be in an aerial structure approximately parallel to the present alignment of El Charro Road and would be implemented under the same conditions as described under Alternative 1a. Consequently, there would be no impact related to loss of access to mineral resources along this portion of the proposed aerial BART structure. As with Alternative 3a, Alternative 5 would include the Isabel/Stanley Station, which would result in a significant loss of access to mineral resources at the site of the station.

MITIGATION MEASURE. A significant impact to mineral resources would occur with Alternatives 3a and 5. The loss would be a direct effect of constructing the Isabel/Stanley Station, which would eliminate access to underlying aggregate deposits in Resource Sector A-2. It is possible that ~~the portions~~ of the station footprint south of Stanley Boulevard could be excavated and reclaimed prior to implementation of these alternatives, in which case, there would be no loss of mineral resources. a BART station at this location. As a result, this impact would be revisited at the time a project-level environmental document is undertaken, if any alternative involving the Isabel/Stanley Station is carried forward. For purposes of this Program EIR, the loss of access to mineral resources in Sector A is considered potentially significant and unavoidable. (PSU)

Page 3.7-51, Mitigation Measure GEO-6.1:

GEO-6.1 Conduct Project-Level Paleontological Resources Investigation. During the project-level environmental review, BART shall retain a professional who meets the professional qualifications standards for principal paleontologist to conduct a project-level study of the preferred alternative and to recommend appropriate measures, which will be implemented at the project level. The study shall include:

Section 3.8 – Hydrology and Water Quality

Page 3.8-5, Figure 3.8-2 is revised to show the current alignment of the Arroyo Mocho and the following additions to the source list.

Source: AECOM May 4, 2009; NWI, 2008; Zone 7 Water Agency, 2009; USGS NHD; California Resource Agency, 2003; PBS&J, 2008 and 2009.

Page 3.8-9, after the fourth paragraph:

In addition, the Chain of Lakes will play an integral role in the implementation of Zone 7's 2006 Stream Management Master Plan (SMMP). The SMMP is a regional flood-protection program that relies in part on using the mined-out gravel pits, deeded to Zone 7 under the terms of the Alameda County Specific Plan for Livermore-Amador Valley Quarry Area Reclamation (see page 3.3-23), to detain stormwater. These stormwater detention facilities reduce the need for environmentally disruptive creek channelization. A number of these lakes have been completed, and others are scheduled to be available for use by Zone 7 over the next 10 to 20 years.

Page 3.8-10, first paragraph, first sentence:

Flood control within the Livermore-Amador Valley area is primarily under the jurisdiction of Zone 7 which is responsible for the majority of flood control structures and conveyances in the study area, with the City of Livermore, and the City of Pleasanton providing local floodplain management and maintenance of unimproved drainage channels and storm drain systems within their jurisdictions.

Page 3.8-14, before the first paragraph:

The Zone 7 Stream Management Master Plan (SMMP) includes a regional approach to flood control and management within the Livermore-Amador Valley area. The SMMP incorporates storage of flood flows within the Chain of Lakes area and sediment removal from critical reaches of the Arroyo las Positas, Arroyo Mocho, Alamo Canal, and Arroyo de la Laguna. With implementation of the SMMP regional storage approach, the floodplain areas along Stanley Boulevard, Kitty Hawk Road, and Airway Boulevard would be eliminated by diverting and containing floodwaters within the Chain of Lakes Detention System. Detention of peak flows from Arroyo las Positas and Arroyo Mocho in the Chain of Lakes and the removal of sediment from critical reaches would also substantially reduce the predicted peak flows downstream of the Chain of Lakes and would substantially reduce the potential for flooding. Overbank flow from the Arroyo Mocho and Arroyo las Positas within the study area would be eliminated.⁵

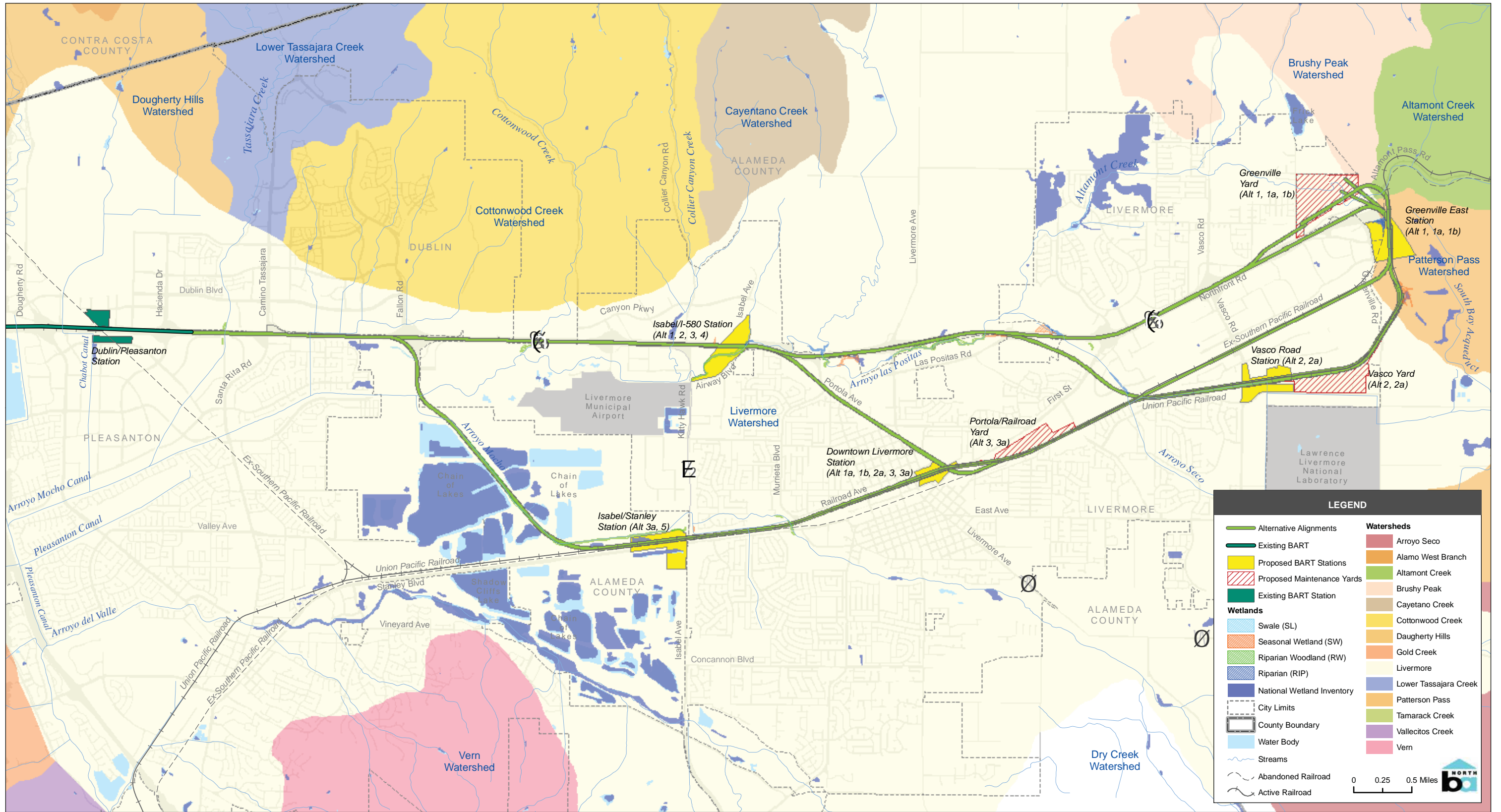
Page 3.8-17, Figure 3.8-5 is revised to show the Amador subbasin.

⁵ RMC Water and Environment. 2006. Zone 7 Stream Management Master Plan. Prepared for Zone 7 August, 2006. p 4-11.

Page 3.8-23, fifth paragraph:

Porter-Cologne Water Quality Act (Water Code Section 13000 et seq.). The Porter-Cologne Water Quality Control Act was passed in 1969. It established the SWRCB and divided the State into nine regions, each overseen by a RWQCB. The SWRCB is the primary State agency responsible for protecting the quality of the State's surface and groundwater supplies, but much of its daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA, Sections 401, 402, and 303. In general, the SWRCB manages both water rights and Statewide regulation of water quality, while the RWQCBs focus exclusively on water quality within their regions. The SFBRWQCB has regulatory authority over wetlands and waterways under both the federal Clean Water Act (CWA) and the State of California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7). Under the CWA, the SFBRWQCB has regulatory authority over actions in waters of the United States, through the issuance of water quality certifications (certifications) under Section 401 of the CWA, which are issued in combination with permits issued by the Army Corps of Engineers (ACOE) under Section 404 of the CWA. When the SFBRWQCB issues Section 401 certifications, it simultaneously issues general Waste Discharge Requirements (WDRs) for the project under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside the jurisdiction of the ACOE (e.g., isolated wetlands, vernal pools, or stream banks above the ordinary high water mark) are regulated by the SFBRWQCB under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie outside ACOE jurisdiction may require the issuance of either individual or general WDRs from the SFBRWQCB.

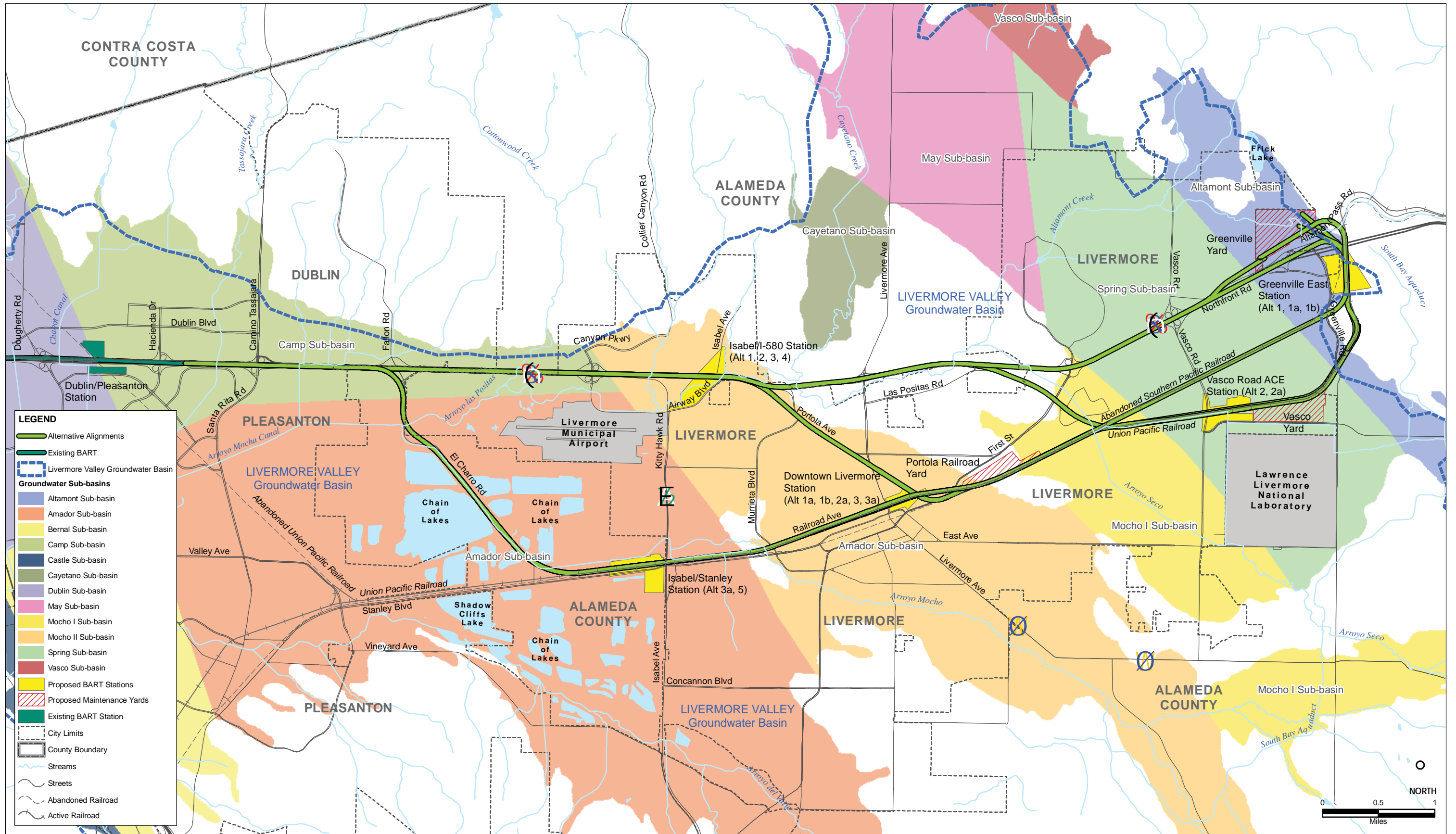
Under the authority of the Porter-Cologne Water Quality Act, the SFBRWQCB has developed and implements the *San Francisco Bay Basin Water Quality Control Plan* (Basin Plan), which defines the Beneficial Uses of waters of the State within the San Francisco Bay Region. Many of the water bodies that may be impacted by the BART extension are tributaries to either Arroyo Las Positas or Arroyo Mocho, which have been assigned the following existing and potential Beneficial Uses in the Basin Plan: groundwater recharge, cold freshwater habitat, warm freshwater habitat, fish migration, fish spawning, wildlife habitat, contact water recreation, and non-contact water recreation. Since the Beneficial Uses of any specifically identified water body generally apply to all its tributaries, the beneficial use of wildlife habitat applies to the tributaries of Arroyo Las Positas and Arroyo Mocho. Any permit action taken by the SFBRWQCB must be consistent with maintaining Beneficial Uses of waters of the State.



Source: AECOM May 4, 2009; NWI, 2008; Zone 7 Water Agency, 2009; USGS NHD; California Resource Agency, 2003; PBSJ, 2008-09.

HYDROLOGIC FEATURES IN THE BART TO LIVERMORE AREA

FIGURE 3.8-2



Source: AECOM May 4, 2009, Department of Water Resources, Division of Mines and Geology, 2008.

GROUNDWATER BASINS
FIGURE 3.8-5

Page 3.8-25, last paragraph:

~~*Municipal NPDES Permit.* The County of Alameda and its incorporated cities, including the cities of Dublin, Pleasanton, and Livermore form the Alameda Countywide Clean Water Program and are permitted under Phase I for municipal stormwater and urban runoff discharges under NPDES Permit No. CAS0029831 and Order No. R2-2003-0021. Under the NPDES program, Alameda County and its incorporated cities must implement a Stormwater Management Program that addresses six minimum control measures associated with construction and operational activities, including (1) public education and outreach; (2) public participation/involvement; (3) illicit discharge detection and elimination; (4) construction of site stormwater runoff control for sites greater than one acre; (5) post construction stormwater management in new development and redevelopment; and (6) pollution prevention/good housekeeping for municipal operations. These control measures would typically be addressed by developing BMPs.~~

Page 3.8-25, last paragraph:

Municipal Regional Stormwater NPDES Permit (MRP). Municipal stormwater runoff from the Alameda, Contra Costa, San Mateo, Santa Clara, Fairfield-Suisun, and Vallejo Permittees' areas are subject to the NPDES municipal stormwater program under the regional NPDES Permit No. CAS612008, Order No. Order R2-2009-0074. One of the primary objectives of the regulations for pollutant dischargers is the reduction of pollutants in urban stormwater through the use of best management practices (BMPs). The study area is located within the Alameda Permittees' jurisdiction.

The MRP requires Regulated Projects, as defined in the MRP (Provision C.3.b.), to implement Low Impact Development (LID) source control BMPs, site design BMPs, and stormwater treatment BMPs, onsite or at a joint stormwater treatment facility, unless the Provision C.3.e alternate compliance applies. The project would be a Regulated Project because it would create or replace 10,000 square feet or more of impervious surfaces. Regulated Projects must provide permanent/post-construction treatment controls for stormwater according to specific calculations (Provision C.3.d.).

For projects where increased flow and/or volume is likely to cause increased erosion of creek beds and banks, silt pollutant generation, or other impacts to beneficial uses, NPDES permit Provision C.3.g requires additional stormwater management controls for compliance with the Hydromodification Management Standard (HM Standard); Stormwater discharges from HM Projects shall not cause an increase in the erosion potential of the receiving stream over the pre-project (existing) conditions. A Hydromodification Management Project (HM Project) is a Regulated Project that creates and/or replaces one acre or more of impervious surface and is not specifically excluded in the MRP. The study area is located within an area subject to the HM Standard and would be a Regulated Project. Therefore, the project would be an HM Project.

Page 3.8-27, first paragraph, after the second bullet:

- Easements and/or aerial easements may be required within the Zone 7 right-of-way

Page 3.8-28, second paragraph:

For this analysis, surface waters include improved flood control or drainage channels, canals, intermittent/ephemeral river and stream channels ~~as identified on USGS topographic maps or GIS datasets~~; permanent river and stream channels; impoundments such as ponds, lakes, and reservoirs; and wetlands. Sources of data used to identify surface water features include USGS topographic maps or GIS datasets, National Wetlands Inventory (NWI), Zone 7 GIS datasets, and PBS&J reconnaissance-level surveys. Groundwater includes the Livermore Valley Groundwater Basin.

Page 3.8-39, last paragraph, second sentence:

Although the HM Standard, as described in the MRP and Hydromodification Management Plan (HMP) prepared by the Alameda County Clean Water Program,⁶ would require that flows are maintained for low and moderate storm events (10 percent of the 2-year storm event up to the 10-year storm event) for discharges ~~to most creeks within~~ from the study area, there is no standard for discharges to the local storm drain system ~~and for storm events above the 10-year storm event.~~

Page 3.8-42, sixth paragraph:

HY-1.1 Engineer Storm Drain System to Accommodate Design Flows. BART shall prepare a Hydraulic and Hydrology Study for the entire project to determine runoff rates and durations for the existing and proposed drainage system discharging into any local drainage system or natural drainage feature. To ensure appropriate study criteria, BART shall consult with Zone 7, Caltrans, the cities of Livermore and Pleasanton, and Alameda County Clean Water Program (ACCWP) prior to preparation of the Hydraulic and Hydrology Study. BART shall submit the Hydraulic and Hydrology Study to Caltrans, the cities of Livermore and Pleasanton, Zone 7, SFBRWQCB and ACCWP for review. The jurisdictional agencies' engineering staff shall review the project drainage design. BART shall evaluate the comments and any proposed revisions for potential incorporation into the project design, as appropriate.

Page 3.8-44, first paragraph, first sentence:

Compliance with the Construction General Permit, the MRP Municipal NPDES Permit, and the associated Alameda Countywide Clean Water Program require implementation of permanent erosion and sediment controls.

⁶ Alameda County Public Works Agency. Alameda County Clean Water Program. Hydrograph Modification Management Plan. May 15, 2005.

Page 3.8-44, first paragraph, fourth sentence:

Key provisions of this Hydrograph Modification Plan have been included in the MRP Municipal NPDES Permit (Order No. ~~R2-2007-0025~~ R2-2009-0074, NPDES Permit No. CAS612008 ~~CAS0029831 Amendment Revising Order No. R2-2003-0021~~).

Page 3.8-44, second paragraph, first sentence:

Work within creeks, as required for implementation of new or expanded creek crossings, would require compliance with an individual WDR ('Waters of the State') or a CWA 404 Permit, and CWA Section 401 Water Quality Certification ('Waters of the U.S.'), and a Streambed Alteration Agreement.

Page 3.8-45, first paragraph, third and fourth sentences:

However, compliance with existing regulations and requirements (Construction General Permit, MRP Municipal NPDES Permit, Caltrans oversight, City and County Codes and Ordinances for watercourse protection and grading and erosion) and BART Facility Standards would result in disturbed areas being revegetated or otherwise permanently protected from erosion. Fill slopes would be constructed to ensure stability and be protected from erosion following construction activities. Implementation of water quality BMPs, as required by the MRP Municipal NPDES Permit, would also reduce the potential for offsite erosion and off-site transport of sediment by implementation of erosion and sediment controls.

Page 3.8-46, second paragraph, first sentence:

Implementation of stormwater quality BMPs, as required by the MRP Municipal Stormwater NPDES Permit and Industrial General Permit, would substantially reduce the amount of pollutants in stormwater runoff from the BART extension alternatives.

Page 3.8-50, last paragraph, first sentence:

The BART extension alternatives would be subject to waste discharge requirements including the MRP Municipal Stormwater NPDES Permit, Industrial General Permit, and potentially an individual WDR or the Treated Groundwater Dewatering General WDR, which may be required for permanent groundwater dewatering activities, and the Master Water Recycling Permit (RWQCB Order No. 93-159) and associated Salt Management Plan, if recycled water is used.

Page 3.8-52, third paragraph, fourth sentence:

~~Additionally, Zone 7 manages stormwater conveyances and flood channels within the region and requires that activities within these channels, including discharges of stormwater, obtain an encroachment permit.~~

Page 3.8-52, fourth paragraph:

~~The Alameda Permittees must comply with the SFBRWQCB has identified the ACCWP as in compliance with the MRP Municipal Stormwater NPDES Permit and show compliance through a monitoring and reporting program. and the permit~~ The MRP requirements are considered have been prepared to be protective of water quality. Continued monitoring by the ACCWP and SFBRWQCB, in addition to the CWA Section 305(b) process for assessing water quality impairment, would ensure that TMDLs are effective or modified, as appropriate, and future impairments are identified and minimized. Therefore, through compliance with the Construction General Permit, Industrial General Permit, and MRP Municipal Stormwater NPDES Permit, the BART extension alternatives would not violate surface water quality standards.

Page 3.8-53, fourth paragraph, first sentence:

As mentioned above, BART would comply with requirements of the Construction General Permit, MRP Municipal Stormwater NPDES Permit, Industrial General Permit, and potentially an individual WDR, if required for construction dewatering.

Page 3.8-56, the first paragraph:

The Zone 7 manages stormwater conveyances and flood channels within the region and requires that activities within these channels, ~~including discharges of stormwater,~~ obtain an encroachment permit. Construction within the Zone 7 right-of-way would require Zone 7 approval and may require an easement.

Page 3.8-58, first paragraph, first sentence:

Cumulative projects within Alameda County are subject to requirements of the ACCWP and associated MRP Municipal NPDES Permit, Hydromodification Management Plan (HMP), and SWMP; Statewide Industrial General Permit, and Treated Groundwater Dewatering General WDR, if substantial treated groundwater dewatering (more than 10,000 gallons per day) is required for structures

Page 3.8-58, second paragraph:

In accordance with the ACCWP and Provision C.3 of the MRP Municipal NPDES Permits, all new and re-development that replaces or creates 10,000 square feet of impervious surface would be required to also implement post-construction stormwater quality BMPs to minimize the potential for pollutants in stormwater runoff and degradation of receiving water quality. The WQMP identifies appropriate structural and non-structural BMPs, design criteria, and performance goals. The Alameda County HMP incorporates the HM Standard, which requires implementation of hydromodification management controls to reduce stormwater runoff to pre-existing conditions levels for up to and including the 10- year storm event, where applicable, in accordance with the MRP Municipal NPDES Permit.

Section 3.9 – Biological Resources

Page 3.9-1, second paragraph, after the thirteenth bullet:

- U.S. Fish and Wildlife Service, Endangered and Threatened Wildlife and Plants: Revised Designation of Critical Habitat for California Red-Legged Frog; Final Rule⁷

Page 3.9-7, Figure 3.9-2C is revised to reflect development in the Greenville East Station area to urban areas.

Page 3.9-15, Figure 3.9-3 is revised to show the updated California red-legged frog critical habitat.

Page 3.9-21:

Critical Habitats				
Vernal pool fairy shrimp critical habitat	n/a	Fed: critical habitat CA: none Other: none	n/a	Present: Alternative 1, 1a and 1b would impact critical habitat in the vicinity of the Greenville Yard. The proposed Greenville East Station would be located outside of the designated critical habitat.
<u>California red-legged frog critical habitat</u>	<u>n/a</u>	<u>Fed: critical habitat</u> <u>CA: none</u> <u>Other: none</u>	<u>n/a</u>	<u>Present: Alternative 1, 1a and 1b would impact critical habitat in the vicinity of the Greenville Yard. The proposed Greenville East Station would be located outside of the designated critical habitat.</u>

Page 3.9-23, first paragraph, fifth sentence:

...likely to occur based on the plant communities (i.e., habitat types) within the study area. Species with a moderate or higher likelihood of occurrence are included in Table 3.9-1. Based on the database queries and the site surveys, 23 sensitive or special-status species could have a moderate or higher likelihood of occurrence in the study area. These include three invertebrates, one fish, one reptile, two amphibians, six birds, one mammal, and nine plant species. No rare natural communities occur within the study area. USFWS-designated critical habitat for California tiger salamander ~~and California red-legged frog~~ is located approximately 0.6 miles north of the Airway Boulevard interchange. Given that this habitat is located well outside of the study area and would not be affected by the BART extension alternatives, it is not discussed further. USFWS-designated critical habitat for vernal pool fairy shrimp is located north of the intersection of Laughlin and Northfront roads. Figure 3.9-3 shows recorded CNDDDB occurrences within a five-mile radius of the study area.

⁷ U.S. Fish and Wildlife Service, Federal Register Final Rule; Endangered and Threatened Wildlife and Plants: Revised Designation of Critical Habitat for California Red-Legged Frog. Federal Register 50(17): 12816 -12959. 2010

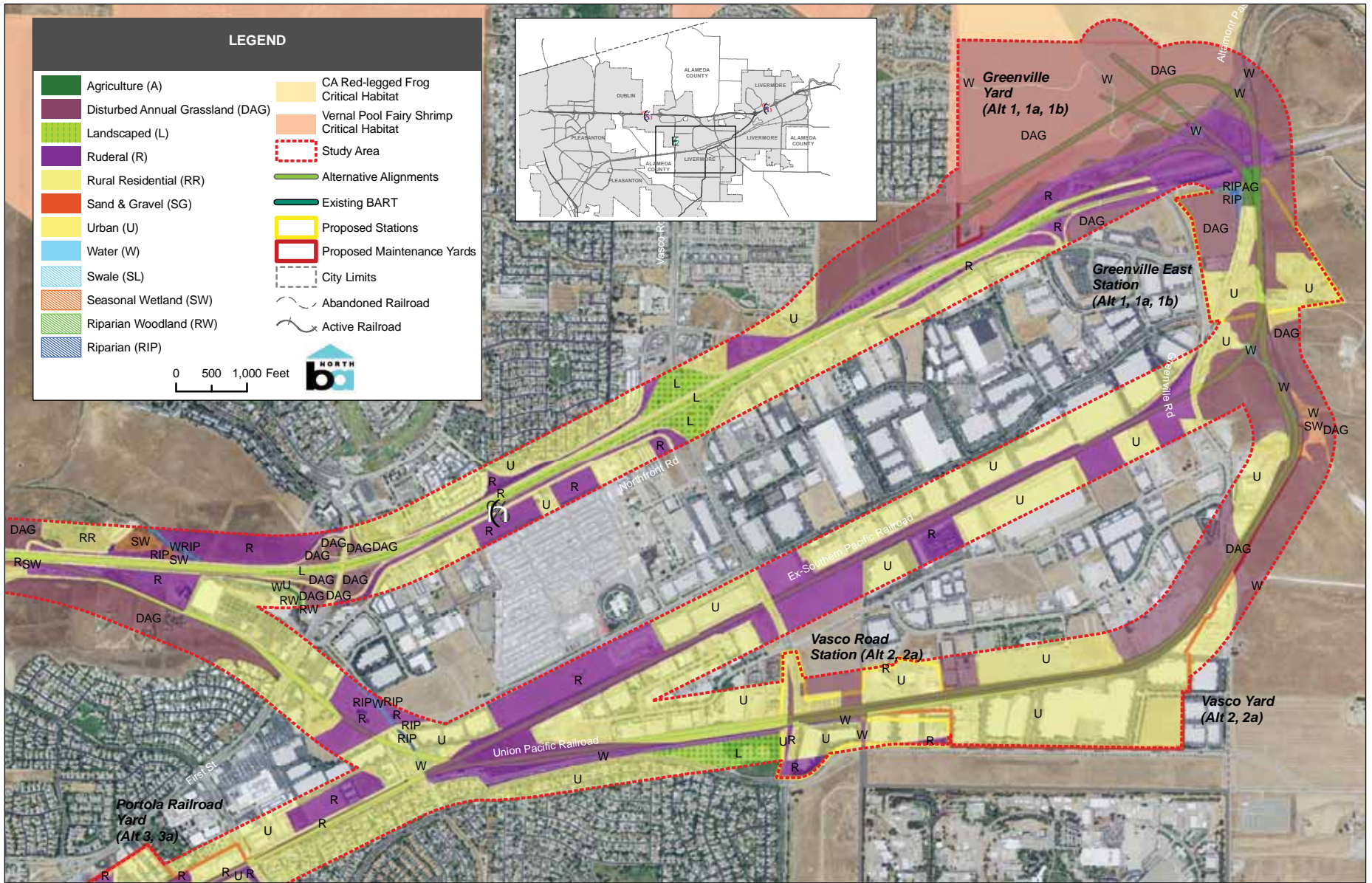
Page 3.9-26, fourth paragraph:

California tiger salamander (*Ambystoma californiense*). The California tiger salamander (CTS) is federally listed as threatened and is also a California candidate species. On March 3, 2010, the California Fish and Game Commission (Commission) confirmed that listing of the California tiger salamander pursuant to the California Endangered Species Act was warranted. The Commission was under court order to accept the listing petition, which it did declaring CTS a candidate species in 2009. Technically, the CTS is not a listed species until the Commission adopts the final rule. Until then, it remains protected as a candidate species, meaning that take of CTS is prohibited under CESA without authorization from the California Department of Fish and Game. The need for a CDFG approval remains even if an action has received an incidental take statement from the U.S. Fish and Wildlife Service under the federal Endangered Species Act.

The CTS is most commonly found in annual grassland habitat, but also occurs in grassy understory of open valley-foothill hardwood habitats. The species occurs from near Petaluma, Sonoma County, east through the Central Valley to Yolo and Sacramento counties and south to Tulare County, and from the vicinity of San Francisco Bay south at least to Santa Barbara County. Adults spend most of the year in subterranean refugia, especially burrows of California ground squirrels, and occasionally man-made structures. The primary cause of decline of CTS populations is the loss and fragmentation of habitat from human activities and the introduction of nonnative predators. All of the estimated seven genetic populations of this species have been significantly reduced because of urban and agricultural development, land conversion, and other human-caused factors. There are known CNDDDB occurrences for this species within three miles of the BART extension alternatives. USFWS protocol requires that known CTS locations be evaluated within three miles of a project. Potentially suitable habitat is located north of I-580 and in the eastern part of Livermore valley; thus, CTS could occur in the vicinity of alternatives 1, 1a, 1b, 2, 2a, 3a, and 5.

Page 3.9-27, second paragraph:

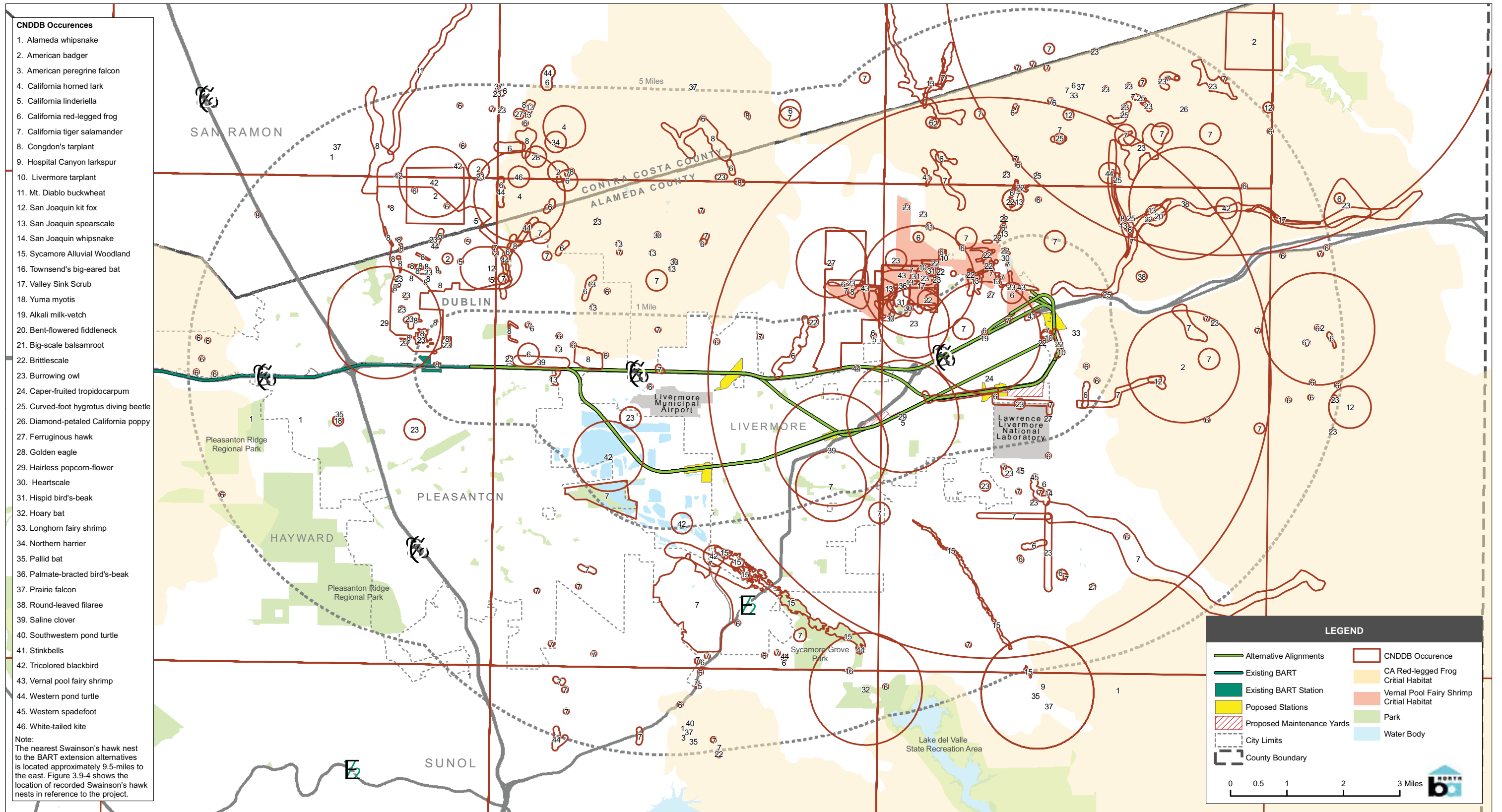
California red-legged frog (*Rana draytonii*). The California red-legged frog (CRLF) is federally listed as threatened and is a California Species of Special Concern. This large, brown to reddish-brown frog historically occurred over much of the state from the Sierra Nevada foothills to the coast and from Mendocino County to the Mexican border. CRLF typically inhabit ponds, slow-moving creeks, and streams with deep pools that are lined with dense emergent marsh or shrubby riparian vegetation. Submerged root masses and undercut banks are important habitat features for this species. However, this species is capable of inhabiting a wide variety of perennial aquatic habitats as long as there is sufficient cover and bullfrogs or non-native predatory fish are not present. CRLF is known to survive in intermittent streams, although only if deep pools with vegetative cover persist through the dry season. Factors that have contributed to the decline of CRLF include destruction of riparian



**EXISTING VEGETATION COMMUNITY/HABITAT
IN THE BART TO LIVERMORE STUDY AREA**

FIGURE 3.9-2c

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Source: CDFG, CNDDB, June 2009; USFWS, 2010.

SENSITIVE SPECIES OCCURRENCES IN THE TRI-VALLEY AREA

FIGURE 3.9-3

habitat from development, agriculture, flood control practices, or the introduction of exotic predators such as bullfrogs, crayfish, and a variety of non-native fishes. In March 17, 2010 the USFWS published the revised designated critical habitat for the CRLF. is located approximately 0.6 miles north of the Airway Boulevard interchange. Given that this habitat is located well outside the study area, impacts on CRLF critical habitat is not discussed further in this document. There are known CNDDDB occurrences for this species within one mile of the footprints for the BART extension alternatives. USFWS protocol requires that occurrences be evaluated within one mile of a project. Potential habitat for CRLF is located north of I-580 and in the eastern part of Livermore valley, thus CRLF could occur within the footprints of all of the alternatives. Additionally, it is possible that high flow events could bring frogs downstream from upstream habitat into all of the arroyos and creeks along the study area.

Page 3.9-34, second paragraph:

Critical Habitat

In 2005, the USFWS published the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon*. Recovery plans are developed and implemented for species of animals and plants listed as endangered or threatened unless such plans would not promote the conservation of the species. In this report, the USFWS identified vernal pool habitats within both states as important to the recovery of vernal pool species. The Livermore Vernal Pool Region, which straddles Alameda, Contra Costa and Santa Clara counties, was identified in this report. The Altamont Hills core area is part of the Livermore Vernal Pool Region. On February 10, 2006, the USFWS designated critical habitat for four vernal pool crustaceans and eleven vernal pool plants. Critical Habitat Unit 19C was designated for vernal pool fairy shrimp within the Altamont Hills core area (see Figure 3.9-3). The proposed Greenville Yard site is located within the southeastern most part of Unit 19C. This area is located north of the intersection of Laughlin and Northfront roads.

On March 17, 2010, the USFWS published the revised designation of critical habitat for the California red-legged frog. In total, the USFWS designated 1,636,609 acres of critical habitat in 27 California counties. Two of the revised critical habitat units occur within the study area, Unit CCS-2B and Unit ALA-2. Unit CCS-2B includes 44,470 acres and falls within eastern Contra Costa County and northeastern Alameda County north of I-580. Unit ALA-2 includes 153,624 acres and is located in southwestern Alameda County, south of I-580 at Altamont Pass southeast into San Joaquin County and southwest into Santa Clara County near Arroyo Hondo and Calaveras Reservoir. Figure 3.9-3 of the DPEIR (see page 3.9-15) illustrates California red-legged frog critical habitat. The Greenville Yard site and tailtracks footprints for alternatives 1, 1a and 1b would be located within the southeastern most part of Unit CCS-2B. The area is located northeast of the intersection of Laughlin and Northfront roads. Critical Habitat Unit ALA-2 is located approximately 0.25 miles east and uphill of the proposed Greenville Station and it is separated from the proposed Greenville Station by the South Bay Aqueduct.

Page 3.9-34, fourth paragraph:

Wildlife Corridors

~~Wildlife corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. The study area is not part of a major or local wildlife corridor/travel route, because it does not connect two significant habitats.⁸ Additionally much of the study area has already been divided by I-580, and wildlife are not likely to move through the study area north to south (or vice versa). The creeks and arroyos within the study area do not serve as wildlife corridors since they do not connect two significant habitat areas. Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, would not likely persist over time in fragmented or isolated habitat areas because they prohibit the infusion of new individuals and genetic information.^{9,10,11,12} Wildlife corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.^{13,14,15}~~

Wildlife movement activities usually fall into one of three movement categories: (1) dispersal (e.g., juvenile animals from natal areas, or individuals extending range distributions); (2) seasonal migration; and (3) local movements related to home range activities (foraging for food or water, defending territories, searching for mates, breeding areas, or cover). A number of terms have been used in various wildlife movement studies, such as "wildlife corridor,"

⁸ ~~California Wilderness Coalition, Missing Linkages: Restoring Connectivity to the California Landscape, November 2000.~~

⁹ ~~MacArthur Robert H and Edward O. Wilson. The Theory of Island Biogeography. Princeton, NJ.: Princeton University Press. 1967.~~

¹⁰ ~~Soule, M.E. 1987 Where Do We Go From Here? In M. Soule (ed) Viable Populations for Conservation. Cambridge, England: Cambridge University Press: 175-183.~~

¹¹ ~~Harris, L.D. and P.B. Gallagher. 1989. New Initiatives for Wildlife Conservation: the Need for Movement Corridors. Pages 11-34 in G. Mackintosh ed. Preserving Communities and Corridors. Defenders of Wildlife., Washington, D.C. 96pp.~~

¹² ~~Bennett, A.F. 1990. Habitat Corridors and the Conservation of Small Mammals in a Fragmented Forest Environment. Landscape Ecol. 4:109-122.~~

¹³ ~~Noss, R.F. 1983. A Regional Landscape Approach to Maintain Diversity. Bio Science 33:700-706.~~

¹⁴ ~~Simberloff, D. and J. Cox. 1987. Consequences and Costs of Conservation Corridors. Conserv. Biol. 1:63-71.~~

¹⁵ ~~Harris, L.D. and P.B. Gallagher. 1989. New Initiatives for Wildlife Conservation: the Need for Movement Corridors. Pages 11-34 in G. Mackintosh ed. Preserving Communities and Corridors. Defenders of Wildlife., Washington, D.C. 96pp.~~

"travel route," "habitat linkage," and "wildlife crossing," to refer to areas in which wildlife move from one area to another. To clarify the meaning of these terms and facilitate the discussion of wildlife movement in this analysis, these terms are defined as follows:

Travel route—A landscape feature (such as a ridgeline, drainage, canyon, or riparian strip) within a larger natural habitat area that is used frequently by animals to facilitate movement and provide access to necessary resources (e.g., water, food, cover, den sites). The travel route is generally preferred because it provides the least amount of topographic resistance in moving from one area to another. It contains adequate food, water, and/or cover while moving between habitat areas and provides a relatively direct link between target habitat areas.

Wildlife corridor—A piece of habitat, usually linear in nature, that connects two or more habitat patches that would otherwise be fragmented or isolated from one another. Wildlife corridors are usually bounded by urban land areas or other areas unsuitable for wildlife. The corridor generally contains suitable cover, food, and/or water to support species and facilitate movement while in the corridor. Larger, landscape-level corridors (often referred to as "habitat or landscape linkages") can provide both transitory and resident habitat for a variety of species.

Wildlife crossing—A small, narrow area, relatively short in length and generally constricted in nature, that allows wildlife to pass under or through an obstacle or barrier that otherwise hinders or prevents movement. Crossings typically are manmade and include culverts, underpasses, drainage pipes, and tunnels to provide access across or under roads, highways, pipelines, or other physical obstacles. These often represent "choke points" along a movement corridor.

Within a large open space area in which there are few or no manmade or naturally occurring physical constraints to wildlife movement, wildlife movements may not be funneled into corridors, as defined above. Given an open space area that is both large enough to maintain viable populations of species and provide a variety of travel routes (canyons, ridgelines, trails, riverbeds, and others), wildlife would use these "local" routes while searching for food, water, shelter, and mates, and would not need to cross into other large open space areas. Based on their size, location, vegetative composition, and availability of food, some of these movement areas (e.g., large drainages and canyons) are used for longer lengths of time and serve as source areas for food, water, and cover, particularly for small- and medium-size animals. This is especially true if the travel route is within a larger open space area. However, once open space areas become constrained and/or fragmented as a result of urban development or construction of physical obstacles, such as roads and highways, the remaining landscape features or travel routes that connect the larger open space areas can become corridors as long as they provide adequate space, cover, food, and water, and do not contain obstacles or distractions (e.g., manmade noise, lighting) that would generally hinder wildlife movement.

The California Wilderness Coalition report “Missing Linkages: Restoring Connectivity to the California Landscape,”¹⁶ refers to the Altamont Hills area as a connectivity choke-point based on the fact that the two grassland habitat areas north and south of I-580 are divided by the freeway. The Altamont Hills were identified as a connectivity choke-point for movements of San Joaquin kit fox, golden eagle, burrowing owl, California condor, and California tiger salamander. Numerous barriers were mentioned for the Altamont Hills linkage: I-580, Altamont Hills wind turbine development, development and expansion of Los Vaqueros Reservoir, the California Aqueduct, and loss of habitat from development in Brentwood, Antioch, Tracy Hills, and South Schulte. Maintaining adequate habitat cover at the Greenville Road crossing was named as a restoration priority. The “Greenville Road crossing” referred to in the Missing Linkages report represents the crossing west of the ACE railroad lines. The crossing is located 0.2 miles east of the Greenville Road underpass. This crossing is approximately 300 feet wide and it was where the old Southern Pacific Railroad would start its ascent up the Altamont Hills. In summary, the Missing Linkages report focuses on the Altamont Hills since that is the area where suitable habitat would be present. As a result, the urban areas of Dublin, Livermore, and Pleasanton are not included in this linkage since the urban nature precludes the presence of habitat and of some of the species identified in the Altamont Hills linkage.

The area north of I-580 at the junction of Greenville Road is mostly undeveloped; however, in the northeast quadrant of this interchange there is an off-road/motocross park, and two small model airplane landing strips within the BART property, a cell phone radio tower and small building, and Altamont Pass Road. The rest of the surrounding area is undeveloped. The area south of I-580 and west of Greenville Road is a semi-industrial area consisting of office/industrial park, hotels, and a Chevron gas station. The area east of Greenville Road contains a sheep corral; a small vineyard; industrial uses, such as construction equipment and material storage; and the ACE railroad tracks. The area under the I-580 overpass is fenced with a chain-link fence, surrounding the construction materials and equipment; this storage area extends into the underpass. The ACE railroad tracks to the east are also fenced creating a barrier between the tracks and the properties to the west of the tracks. The only area that is not blocked by chain link fencing is the area east of the ACE railroad tracks, which are fenced by barb wire. Additionally, a small vineyard is located just south of this overpass, and the eastern border of this vineyard is also fenced. As a result, the only area under the freeway that is available for any type of wildlife movement would be the ACE railroad tracks and the dirt road on the east side of the ACE railroad tracks, which are regularly disturbed by passing ACE trains. The travel route is thus not expected to be highly used because of limited access and the developed nature of the area south of I-580. Nevertheless, if a BART extension alternative, including the Greenville Station East were selected for further design and environmental review, the conditions at the Greenville Road crossing should be examined at that time.

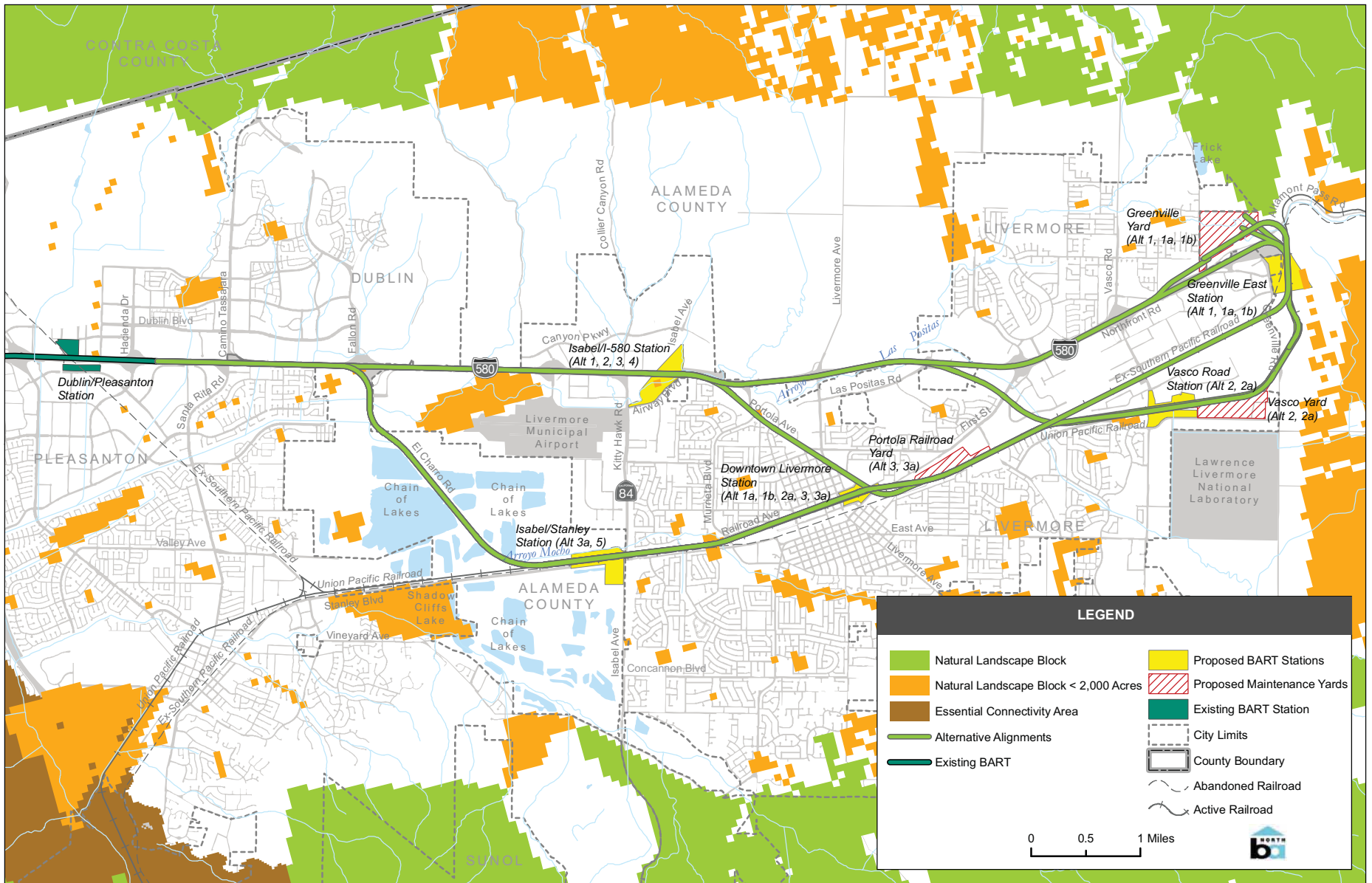
¹⁶ California Wilderness Coalition, Missing Linkages: Restoring Connectivity to the California Landscape, November 2000.

Other areas within the study area that could serve as wildlife crossings include the creeks that cross I-580. The extension alternatives that would cross these creeks, including Arroyo las Positas, would utilize free span bridges and are not expected to alter the configuration of the box culverts within these crossings. Furthermore, the animals that currently use these areas are already habituated to the lighting, noise, and vibration from I-580 traffic. The proposed Isabel/I-580 Station would result in the fill (culverting) of Arroyo las Positas. However, Arroyo las Positas does not connect two significant habitat areas. North of I-580, there is suitable habitat for species that could use the arroyo as a wildlife crossing, but south of the freeway, the arroyo meanders through unsuitable habitat consisting of a small active agricultural area, an industrial/office complex, the Livermore Municipal Airport, and the Las Positas Golf Course and eventually drains into Arroyo Mocho which continues to drain to the urban area of Pleasanton.

The California Department of Fish and Game (DFG) and California Department of Transportation (Caltrans) recently released data from the "California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California," which identifies large remaining blocks of intact habitat or natural landscape and models linkages between them that need to be maintained, particularly as corridors for wildlife. The information is intended to serve as "an initial analysis of connectivity for California and a map upon which future analyses can be built." As such, the connectivity maps are useful at the program-level of analysis to determine if alternatives may affect wildlife movement. As shown in Figure 3.9-5, there are patches of open space that represent intact habitat and areas of connectivity in the BART to Livermore Extension study area (these areas typically correlate with parks and golf courses in the area); however, none of the alternative alignments would cross these connectivity areas and, thus, would not be expected to detract from major wildlife migration routes.

In summary, based on current conditions, the underpass east of Greenville Road is not serving as a major or local wildlife corridor since the functions of the crossing have been rendered unusable by current land uses. The creek culverts beneath I-580 could serve as wildlife crossings, but the BART to Livermore alternatives that would cross these creeks are not expected to alter those box culverts or affect the wildlife crossings. Therefore, the BART extension alternatives would not affect the wildlife crossings in the Study Area and are not discussed further.

Page 3.9-34, Figure 3.9-5 is inserted as a new figure showing the essential habitat connectivity areas in the study area.



Source: CDFG, 2010; AECOM May 4, 2009, PBS&J, 2009.

ESSENTIAL HABITAT CONNECTIVITY AREAS
FIGURE 3.9-5

Page 3.9-40, first paragraph, fourth sentence:

Historically, California relied on its authority under Section 401 of the CWA to regulate discharges of dredge or fill material to California waters. That section requires an applicant to obtain "water quality certification" from the SWRCB through its RWQCBs to ensure compliance with state water quality standards before certain federal licenses or permits may be issued. The permits subject to Section 401 include permits for discharge of dredge or fill materials (CWA Section 404 permits) issued by the USACE. Waste discharge requirements under the Porter-Cologne Water Quality Control Act were historically typically waived for projects that required certification; however, the San Francisco Bay RWQCB no longer issues waivers of Water Discharge Requirements or WDRs, and all certifications are now issued in combination with SWRCB Order No. 2003 – 0017 – DWQ, *General Waste Discharge Requirements for Dredge and Fill Discharges That Have Received State Water Quality Certification.*

Page 3.9-42, after the last paragraph:

East Alameda County Conservation Strategy and Altamont Pass Wind Resource Area Conservation Plan. Although several plans are currently being developed in Alameda County, only two conservation plans would occur within the BART to Livermore Extension study area; the East Alameda County Conservation Strategy and the Altamont Pass Wind Resource Area Conservation Plan (an HCP and a natural community conservation plan [NCCP]). The East Alameda County Conservation Strategy (Conservation Strategy) is not a habitat conservation plan, but rather, as the name implies, a regional conservation strategy that is intended to provide an effective framework to protect, enhance, and restore natural resources in eastern Alameda County, while improving and streamlining the environmental permitting process for impacts resulting from infrastructure and development projects. The Conservation Strategy will focus on impacts on biological resources such as endangered and other special-status species as well as sensitive habitat types (e.g., wetlands, riparian corridors, rare upland communities). The study area for the Conservation Strategy encompasses 271,485 acres, or approximately 52% of Alameda County. The study area completely includes the cities of Dublin, Livermore, and Pleasanton and thus the BART to Livermore Extension area as well. The Conservation Strategy is still in the draft phases. The Altamont Pass Wind Resources Area (APWRA) Conservation Plan (Plan) is being developed to minimize impacts to birds caused by wind turbine operations, and conserve birds and other terrestrial species while allowing wind energy development and operations in the APWRA. The Plan is a joint Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) under state and federal laws, respectively. The Plan focuses on conserving the natural communities and sensitive species affected by the impacts of operation, maintenance and construction of wind turbines. It is a comprehensive, long-term, and ecosystem-based plan. When completed, the Plan will outline how wind energy projects within APWRA can occur while reducing impacts to specific species and their habitats. The Plan's conservation strategy will specify how the impacts to these

covered species will be mitigated and also how covered and select non-covered species will be conserved and managed. The Plan will result in the issuance of permits under the California Natural Community Conservation Plan Act (NCCP Act) and the federal Endangered Species Act (ESA). These permits will authorize the incidental take of certain covered species. Permits are only issued after completion and approval of the Plan and associated EIR/EIS. The planning area is located in eastern Alameda and Contra Costa Counties. It encompasses 185,000 acres (289 square miles), of which 115,239 acres are in Alameda County and 69,761 are in Contra Costa County. Although draft documents are not available for public review, the APWRA website contains a map depicting the planning area.¹⁷ The current study area for the APWRA HCP/NCCP includes portions of the Greenville Yard and may impose restrictions on future development when the HCP/NCCP is adopted.

The APWRA HCP/NCCP is most likely intended to provide an effective framework to protect natural resources in the Altamont Pass Wind Resource Area, while improving the and streamlining the environmental permitting process for impacts on endangered species. The East Alameda County Conservation Strategy primary purpose is to provide a baseline inventory of biological resources and conservation priorities that will be utilized by local agencies and regulatory agencies during project-level planning and environmental permitting. To this end, the Conservation Strategy describes how to avoid, minimize, and mitigate impacts on selected special-status species and sensitive habitats. By implementing the Conservation Strategy, local agencies can more easily address the legal requirements relevant to these species. Projects and activities that will benefit from this Conservation Strategy include urban and suburban growth and a variety of road, water, and other needed infrastructure construction and maintenance activities.¹⁸ Because both of these planning documents would help in the protection of habitat, and would describe how to avoid, minimize, and mitigate impacts on selected special-status species and sensitive habitats, it is most likely that the selected BART Extension alternative would benefit from these strategies once they have been developed.

Pages 3.9-46 to 3.9-48, Table 3.9-5 is revised as follows:

¹⁷ Altamont Pass Wind Resource Area Conservation Plan. Planning Area Map. Available online at <http://www.apwraconservationplan.org/documents/planning-area.pdf> Accessed on March 26, 2010.

¹⁸ East Alameda County Conservation Strategy. East Alameda County Conservation Strategy Document (Working Draft). Available online at <http://www.eastalco-conservation.org/documents/031809-ch1-introduction.doc> Accessed on March 26, 2010.

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
1 - Greenville East	This alternative has the potential to impact the greatest number of watercourses and wetland habitat. Nine watercourses and approximately 24 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Wetland areas could be present within grassland habitat north of I-580, the proposed Isabel/I-580 and Greenville-East station footprints, and Greenville Yard. The Isabel/I-580 Station footprint is within an unnamed tributary to Arroyo las Positas and Arroyo las Positas. <u>The Greenville Yard footprint is within Altamont Creek.</u>	Due to the amount of undeveloped land that this alternative could impact, including land north of I-580, the Isabel/I-580 Station, and the Greenville Yard and Station, this alternative has the greatest potential to impact habitat for special-status plants. Approximately 800 acres of potential habitat lies within a 1,000-foot buffer centered on the alignment.	Approximately 276 acres of potential Swainson’s hawk foraging habitat would be impacted. This habitat is located within the Greenville Station and Greenville Yard areas of the alternative.	This alternative has the potential to impact the greatest amount of potential CTS aquatic habitat. Approximately 12.5 acres of potential aquatic CTS habitat is located with a 1,000-foot buffer centered on the alignment, located north of I-580 between Livermore Avenue and the Las Colinas Road overcrossing, and at the Greenville Yard. This impact has the potential to impact a moderate amount of potential habitat for CRLF and WPT; approximately 31 acres of potential habitat for both species is present in the watercourses this alternative would cross.	This alternative would impact the greatest amount of potential vernal pool invertebrate habitat. Between 10 and 15 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is located north of I-580, along the track south of the Greenville East Station, and at the Isabel/I-580 Station and Greenville Yard. Approximately 113 acres of vernal pool fairy shrimp critical habitat (8 percent of the habitat located in Alameda County) would be impacted with the development of the Greenville Yard.	No CCCS habitat would be impacted.	This alternative could impact a fair amount of trees, due to its length. Trees are located along 11.5-miles of I-580 and within the Isabel/I-580 Station, Greenville East Station, and Greenville Yard.
1a - Downtown Greenville East via UPRR	This alternative also has the potential to impact a moderate amount of wetland habitat and watercourses. Seven watercourses and approximately 20 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along El Charro Road and the UPRR, and within the Greenville East Station	Similar to Alternative 1, this alternative would result in the development of a large amount of currently undeveloped land, largely associated with the Greenville Yard and Station. Approximately 555 acres of potential special-status plant habitat occurs within a 1,000-foot buffer centered on the alignment.	The impact from this alternative is the same as Alternative 1.	This alternative has the potential to impact a moderate amount of potential CTS aquatic habitat. Approximately 5.5 acres of potential aquatic CTS habitat is located within a 1,000-foot buffer centered on the alignment, primarily located within the Greenville Yard. A moderate amount of CRLF habitat could be impacted under this	This alternative would impact a moderate amount of potential vernal pool invertebrate habitat; between 3 and 5 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is located along the track south of the Greenville East Station and at the Greenville Yard. This alternative would	Arroyo Mocho supports CCCS; this alternative would run along Arroyo Mocho for approximately 4 miles and cross Arroyo Mocho 7 times	This alternative could impact a moderate amount of trees, due to its length (13.1 miles long) and location along El Charro Road and Stanley Boulevard. Trees are also present along the UPRR and at the Greenville East Station and Greenville Yard.

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
	and Greenville Yard. <u>The Greenville Yard footprint is within Altamont Creek.</u>			alternative. Approximately 31 acres of potential CRLF habitat is located within a 1,000-foot buffer centered on the alignment that includes the watercourses this alternative would cross. A large amount of potential WPT habitat could be impacted under this alternative. Approximately 95 acres of potential WPT habitat is located within a 1,000-foot buffer centered on the alignment. In addition to the watercourses this alternative would cross, potential WPT habitat is located along the Chain of Lakes.	have the same impact on vernal pool fairy shrimp critical habitat as Alternative 1.		
1b - Downtown Greenville East via SPRR	This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Seven watercourses and approximately 15 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along El Charro Road and within the Greenville East Station and Greenville Yard. <u>The Greenville Yard footprint is within Altamont Creek.</u>	As with Alternative 1 and 1a, this alternative will result in the development of a large amount of currently undeveloped land. Approximately 580 acres of potential special-status plant habitat is located within a 1,000-foot buffer centered on the alignment.	The impact from this alternative is the same as Alternative 1.	Potential impacts on CTS from this alternative would be relatively small. Approximately 1.5 acres of potential CTS aquatic habitat is located within a 1,000-foot buffer centered on the alignment. Impacts on CRLF and WPT would also be similar, but slightly less than under Alternative 1a. Approximately 30 acres of potential CRLF habitat and 94 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment.	This alternative would impact a minor amount of potential vernal pool invertebrate habitat; between 0.5 and 2 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located at the Greenville Yard. This alternative would have the same impact on vernal pool fairy shrimp critical habitat as Alternative 1.	This alternative would have the same impact on CCCS habitat as Alternative 1a.	This alternative would have the same impact as Alternative 1a. Trees are located adjacent to El Charro Road, north of Stanley Boulevard, along the SPRR right-of-way, and at the Greenville East Station and Greenville Yard

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
2 - Las Positas	This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Eight watercourses and approximately 19 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present within the proposed Isabel/I-580 Station and along the UPRR.	Similar to Alternative 1, this alternative has the potential to impact undeveloped land including land north of I-580 and the Isabel/I-580 Station. There is approximately 575 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	A moderate amount of potential aquatic CTS habitat could be impacted under this alternative. Approximately 8 acres of potential CTS aquatic habitat is located within a 1,000-foot buffer centered on the alignment, located primarily north of I-580. A moderate amount of CRLF and CTS habitat could be impacted under this alternative, similar to Alternative 1. Approximately 30 acres of potential CRLF habitat, and 30 acres of potential WPT habitat is located in within a 1,000-foot buffer centered on the alignment, located primarily along watercourses this alternative would cross.	This alternative would impact a moderate amount of potential vernal pool invertebrate habitat; between 7 and 9 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is located north of I-580, along the track north of the Vasco Yard, and at the Isabel/I-580 Station. No vernal pool fairy shrimp critical habitat would be impacted.	No CCCS habitat would be impacted.	Similar to Alternative 1, this alternative could impact a fair amount of trees. Trees are located along I-580, within the Isabel/I-580 Station and Vasco Road Stations area, and the Vasco Yard.
2a - Downtown-Vasco	This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Six watercourses and approximately 18 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along El Charro Road and the UPRR.	This alternative has the potential to impact less undeveloped land compared to Alternatives 1, 1a, 1b, and 2. Approximately 320 acres of potential special-status plant habitat is located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted. <u>Approximately 3.7 acres of potential Swainson’s hawk foraging habitat would be impacted. This habitat is located within the tailtracks of the alignment.</u>	This alternative has the potential to impact a relatively small amount of potential CTS aquatic habitat; approximately 5 acres of potential CTS aquatic habitat, located primarily along the tailtracks northeast of the Vasco Yard, lies within a 1,000-foot buffer centered on the alignment. Impacts on potential CRLF and WPT habitat is similar to impacts associated with Alternative	This alternative would impact a moderate amount of potential vernal pool invertebrate habitat; between 4 and 6 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located along the track north of the Vasco Yard. No vernal pool fairy shrimp critical habitat would be impacted.	This alternative would have the same impact on CCCS habitat as Alternative 1a.	Similar to Alternatives 1a and 1b, this alternative could impact a moderate amount of trees. Trees are located along El Charro Road, north of Stanley Boulevard, along the UPRR, at the Downtown Livermore Station and Vasco Road Station, and at the Vasco Yard

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
3 - Portola	This alternative could impact a moderate amount of watercourses but a relatively small amount of wetland habitat. Five watercourses and approximately 5 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is present along I-580 and within the Isabel/I-580 Station.	Similar to Alternative 2a, this alternative would impact less undeveloped land that could support special-status plant species. Approximately 275 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	1a. Approximately 28 acres of potential CRLF habitat and 92 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment. No potential CTS aquatic habitat would be impacted. This alternative would impact a relatively small amount of potential CRLF and WPT habitat. Approximately 12 acres of potential CRLF habitat and 12 acres of potential WPT habitat is located within a 1,000-foot buffer centered on the alignment, located along watercourses this alignment would cross, including an unnamed drainage at the Isabel/I-580 Station.	This alternative would impact a relatively small amount of potential vernal pool invertebrate habitat; between 0.5 and 2 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located at the Isabel/I-580 Station. No vernal pool fairy shrimp critical habitat would be impacted.	No CCCS habitat would be impacted.	This alternative could impact a fair amount of trees. Trees are located along I-580, within the Isabel/I-580 and the Downtown Livermore Stations, and at the Portola/Railroad Yard.
3a - Railroad	This alternative has the potential to impact a moderate amount of wetland habitat and watercourses. Five watercourses and approximately 12 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is located primarily along El Charro Road and within the Isabel/Stanley Station.	Compared to the other alternatives, this alternative would impact a smaller amount of undeveloped land. Approximately 180 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	No potential CTS aquatic habitat would be impacted. Impacts on potential CRLF and WPT habitat is similar to impacts associated with Alternatives 1a and 2a. Approximately 26 acres of potential CRLF habitat and 90 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment.	This alternative would impact a relatively small amount of potential vernal pool invertebrate habitat; between 0.5 and 2 acres of potential habitat is located in a 1,000-foot buffer centered on the alternative. Potential habitat is primarily located at the Isabel/Stanley Station. No vernal pool fairy shrimp critical habitat would be impacted.	As with Alternative 1a, this alternative would parallel Arroyo Mocho for approximately 4 miles and cross Arroyo Mocho 7 times. In addition, the use of the Isabel/Stanley Station would impact additional CCCS habitat.	Similar to Alternatives 1a, 1b, and 2a, this alternative could impact a moderate amount of trees. Trees are located along El Charro Road, north of Stanley Boulevard, at the Downtown Livermore Station, and at the Portola/Railroad Yard

Table 3.9-5
Comparative Biological Resources Impacts of BART Extension Alternatives

Alternative	Wetlands, Waters of the U.S., Waters of the State	Special-status Plants and Habitat	Swainson’s Hawk Foraging Habitat	Special-status Amphibians and Reptiles, and Habitat	Special-status Vernal Pool Invertebrates and Vernal Pool Fairy Shrimp Critical Habitat	California Central Coast Steelhead	Trees, Heritage Trees and Tree Preservation
4 - Isabel/I-580	This alternative would have the smallest potential impact watercourses and wetland resources. Six watercourses and approximately 5 acres of potential wetlands are located within a 1,000-foot buffer centered on the alignment. Potential wetland habitat is located at the Isabel/I-580 Station. <u>The Isabel/I-580 Station footprint is within an unnamed tributary to Arroyo las Positas and Arroyo las Positas.</u>	Similar to Alternatives 2a and 3, this alternative would impact less undeveloped land that could support special-status plant species. Approximately 230 acres of potential special-status plant habitat located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	No potential CTS aquatic habitat would be impacted. Approximately 12 acres of potential CRLF habitat and 12 acres of potential WPT habitat is located within a 1,000-foot buffer centered on the alignment.	This alternative would have same impact as Alternative 3. No vernal pool fairy shrimp critical habitat would be impacted.	No CCCS habitat would be impacted.	As this alternative is the shortest, it would have the least potential impact on trees, which could be located along the 5.2-mile long alignment and at the Isabel/I-580 Station.
5 - Quarry	This alternative would cross the fewest number of watercourses (four), but a fair amount of wetland habitat (approximately 11 acres) is located within a 1,000-foot buffer centered on the alignment, due to its proximity to Arroyo Mocho along El Charro Road and within the Isabel/Stanley Station.	This alternative would impact the least amount of potential special-status plant habitat; approximately 125 acres is located within a 1,000-foot buffer centered on the alignment.	No potential Swainson’s hawk foraging habitat would be impacted.	No potential CTS habitat would be impacted. Impacts on potential CRLF and WPT habitat is similar to impacts associated with Alternatives 1a, 2a and 3a. Approximately 23 acres of potential CRLF habitat and 87 acres of potential WPT habitat are located within a 1,000-foot buffer centered on the alignment.	This alternative would have same impact as Alternative 3a. No vernal pool fairy shrimp critical habitat would be impacted.	This alternative would have the same impact on CCCS habitat as Alternative 3a.	Because of its route along El Charro Road and Stanley Boulevard, this alternative could impact a moderate amount of trees. Trees are also located at the Isabel/Stanley Station.

Page 3.9-56, first paragraph:

BIO-2.3 *Develop and Implement Mitigation in Consultation with CDFG if ~~Other~~ Special-Status Plants and/or Rare Natural Communities Are Found.* If ~~other~~ special-status plant species (excluding palmate-bracketed bird's beak), or rare natural communities are found during the ~~rare plant~~ floristic surveys, BART shall notify CDFG. Mitigation shall be developed in consultation with CDFG and could include, but it is not limited to, measures such as avoidance, transplanting plants, collecting seed or clippings and replanting species in an on-site location, if feasible. In addition, to offset the impacts to rare plants and/or rare natural communities the project proponent could purchase mitigation bank credits through a resource agency approved mitigation bank. This measure shall also serve as the notification required under the California Native Plant Protection Act.

Page 3.9-57, fourth paragraph:

Alternative 2a – Downtown-Vasco. ~~The stations and yards associated with this alternative are more than 10 miles from the closest Swainson's hawk nest. Accordingly, there would be no impact to the Swainson's hawk foraging habitat.~~ Suitable foraging habitat for Swainson's hawk is located within 10 miles of the tailtracks of the Alternative 2a alignment near Greenville Road. The loss of potential Swainson's hawk foraging habitat due to the construction of the proposed alignment would total approximately 3.7 acres, which would be considered a potentially significant impact.

Page 3.9-57, last paragraph, and page 3.9-58, first paragraph:

MITIGATION MEASURE. The following measure would reduce the loss of Swainson's hawk foraging habitat to a less-than-significant level. Mitigation Measure BIO-3.1 would ensure that an appropriate acreage of suitable raptor foraging habitat is preserved to compensate for the loss of foraging habitat due to the construction of Alternatives 1, 1a, ~~or 1b,~~ or 2a within the Greenville area by one of the following mitigation options: 1) the purchase of mitigation credits; 2) payment of mitigation fee at an approved CDFG mitigation bank; or 3) purchasing conservation easements or fee titles in East Alameda County or an area within 10 miles of the nearest Swainson's hawk nest. Implementation of this mitigation measure would effectively reduce potential impacts on foraging habitat to less than significant. (LTS)

BIO-3.1 *Consult with CDFG and Mitigate for Loss of Swainson's Hawk Foraging Habitat (Alternatives 1, 1a, 1b, 2a).* BART shall ensure that an appropriate number of acres (as approved by CDFG during consultation) of agricultural land, annual grasslands, or other suitable raptor foraging habitat are preserved within eastern Alameda County, and/or southwestern San Joaquin counties. Given the proximity of the nest site to San Joaquin County, it is acceptable to have this off-site preservation outside Alameda County. Preserve areas shall be established prior to

project construction, if feasible, and may occur through at least one of the following options:

Page 3.9-65, last paragraph:

BIO-5.1 Consult with USFWS and SFBRWQCB, and Reduce Impacts on Vernal Pool Invertebrates and Their Habitat. BART shall comply with the following steps to ensure protection of vernal pool invertebrates and their habitat.

- a. BART, in consultation with the USFWS and SFBRWQCB, shall either (1) conduct a protocol-level survey for federally listed vernal pool crustaceans, or (2) assume presence of federally-listed vernal pool crustaceans in areas of suitable habitat. Surveys shall be conducted by qualified biologists in accordance with the most recent USFWS guidelines or protocols to determine the time of year and survey methodology (survey timing for these species is dependent on yearly rainfall patterns and seasonal occurrences, and is determined on a case-by-case basis). The surveys may be done as part of the 404 permit process, if a 404 permit is required.

If surveys along the selected BART extension alternative reveal no occurrences of federally listed vernal pool crustaceans, no further mitigation would be required.

- b. If surveys determine that one or more special-status vernal pool invertebrate species occurs along the selected BART extension alternative, or if BART, in consultation with the USFWS, assumes presence of federally-listed vernal pool invertebrates in all affected habitats, no net loss of habitat shall be achieved through avoidance, preservation, creation and/or purchase of credits. The selected measures may be part of the permitting process.
- c. Where feasible, all vernal pool invertebrate habitat shall be avoided. If habitat that can be avoided during construction activities is identified at a distance determined in consultation with USFWS, a USFWS-approved biologist (monitor) shall inspect any construction-related activities to ensure that no unnecessary take of listed species or destruction of their habitat occurs. BART will establish monitoring and reporting protocols to reduce impacts to vernal pool invertebrate species and habitat.
- d. BART shall ensure that an appropriate number of acres, as approved by USFWS and SFBRWQCB during consultation, are preserved to mitigate for direct or indirect impacts on vernal pool crustacean habitat.
- e. Water quality in the avoided wetlands shall be protected using erosion control techniques, such as silt fencing or straw waddles during construction in the watershed. This shall be completed in accordance with the State Construction Permit, ~~as outlined in the~~ NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. ~~99-08-DWQ~~ 2009-0009-DWQ.

Page 3.9-70, second paragraph:

BIO-7.1 Avoid the Rainy Season During In-Water Construction (Alternatives 1a, 1b, 2a, 3a, 5). BART will consult with the National Oceanic and Atmospheric Administration (NOAA) Fisheries, ~~and/or~~ CDFG, and SFBRWQCB (as applicable) to define the schedule for in-water work, as well as for work on bridges and/or culverts within the main channel of the Arroyo Mocho. If the waterway is not inundated, work may occur without restriction if approved by NOAA, ~~and/or~~ CDFG, and SFBRWQCB.

Page 3.9-70, third paragraph:

BIO-7.2 Consult with NOAA Fisheries, USACE, CDFG and ~~USACE~~ SFBRWQCB (as applicable) and Mitigate for the Loss of Riverine Riparian Vegetation (Alternatives 1a, 1b, 2a, 3a, 5). If construction-related impacts on riverine (e.g. riparian woodland) riparian vegetation along or within the Arroyo Mocho occur, the impacts shall be mitigated by BART as determine in consultation with NOAA Fisheries, USACE, CDFG and SFBRWQCB (as applicable). ~~and the USACE.~~ ~~Mitigation could occur through either the purchase of "freshwater riverine habitat" at an approved mitigation bank or payment into the USACE "in lieu fee fund" for riverine aquatic bed habitat.~~ Mitigation would occur in the form of in-kind mitigation or through the purchase of freshwater riverine habitat credits, if an approved mitigation bank exists at the time that a project proceeds. Detailed mitigation requirements shall be identified in the final regulatory agency permits.

Section 3.11 – Air Quality

Page 3.11-14, before last paragraph

After release of the Draft Program EIR, in May 2010 U.S. Senators Kerry and Lieberman introduced in the Senate the "American Power Act". This bill is similar in many respects to the "American Clean Energy and Security Act" (H.R. 2454) passed by the House of Representatives in June, 2009. The bill would establish a national "cap and trade" program intended to reduce U.S. greenhouse gas emissions by 17 percent by 2020 and 83 percent by 2050, but with different provisions for transportation fuels than in H.R. 2454. The bill would direct states and metropolitan planning organizations to develop emission reduction targets and strategies to reduce transportation-related greenhouse gas emissions, and would provide for distribution of greenhouse gas emission allowances to states and metropolitan planning organizations to implement certain greenhouse gas emission reductions programs for transportation sources.

Section 3.16 – Construction Impacts

Page 3.16-54, first sentence of “Water Lines” bullets:

Major Zone 7 pipelines within the study area include a 42-inch SWP water line that cuts across I-580 east of Arroyo las Positas ~~and~~; an 18-inch and a 24-inch casing that crosses I-580 west of Vasco Road; and the El Charro Pipeline that runs parallel to the I-580, and then runs south, parallel to El Charro Road.

Page 3.16-60, last paragraph, fifth sentence of the Draft Program EIR is revised, as follows:

These include two sanitary sewer lines that cross the proposed Downtown Livermore Station area, Livermore pipeline, and fiber optic lines that run north and south of North “I” Street.

Page 3.16-62, fifth paragraph, third and fourth sentences of the Draft Program EIR are revised, as follows:

Overhead utilities in this area include 21 kV lines that run parallel to Junction Avenue and to the north of the UPRR tracks, ~~and~~ Zone 7’s Vasco Pipeline. Alternative 2a would therefore have potentially significant overhead and underground utility impacts associated with construction of the aerial segment.

Page 3.16-63, second full paragraph, fourth and fifth sentences of the Draft Program EIR are revised, as follows:

Known utilities within this segment include 21kV overhead electrical lines that run north and south of and parallel to the proposed tracks and Zone 7’s El Charro water pipeline. Alternative 3a would therefore have potential utility impacts on overhead electrical lines and underground utilities.

Section 5 – Program Merits

Page 5-15, Table 5-4 is revised as follows:

Table 5-4
Comparison of MTC Resolution #3434 Target with Proposed Station Area Development

Alternative	Station Area Housing Units												Comparison of 2030 Average to 3,850 Target	
	Dublin/Pleasanton		Isabel/I-580		Isabel/Stanley		Downtown Livermore		Vasco Road		Greenville East			2030 Average
	2008	2030 Total	2008	2030 Total	2008	2030 Total	2008	2030 Total	2008	2030 Total	2008	2030 Total		
1 – Greenville East	1,351	3,978	468	1,158	NA	NA	NA	NA	NA	NA	0	0	1,712	-2,138
1a – Downtown - Greenville East via UPRR	1,351	3,978	NA	NA	NA	NA	1,841	5,100 4,440	NA	NA	0	0	3,026 2,806	-824 -1,044
1b – Downtown - Greenville East via SPRR	1,351	3,978	NA	NA	NA	NA	1,841	5,100 4,440	NA	NA	0	0	3,026 2,806	-824 -1,044
2 – Las Positas	1,351	3,978	468	1,158	NA	NA	NA	NA	227	956	NA	NA	2,031	-1,819
2a – Downtown-Vasco	1,351	3,978	NA	NA	NA	NA	1,841	5,100 4,440	227	956	NA	NA	3,345 3,125	-505 -725
3 – Portola	1,351	3,978	468	1,158	NA	NA	1,841	5,100 4,440	NA	NA	NA	NA	3,412 3,192	-438 -658
3a- Railroad	1,351	3,978	NA	NA	110	110	1,841	5,100 4,440	NA	NA	NA	NA	3,063 2,843	-787 -1,007
4 – Isabel/I-580	1,351	3,978	468	1,158	NA	NA	NA	NA	NA	NA	NA	NA	2,568	-1,282
5 – Quarry	1,351	3,978	NA	NA	110	110	NA	NA	NA	NA	NA	NA	2,044	-1,806

Sources: City of Livermore, 2009; Livermore General Plan Environmental Impact Report, 2003; East Dublin Specific Plan, 2008; Claritas, Inc, 2008; Bay Area Economics, 2009.

Notes:

NA = this station is not proposed for this alternative and thus is Not Applicable to the station area development estimates.

- a. 2008 housing units are for ½ mile radius around station location, as projected by Claritas, 2008.
- b. 2030 housing units include existing (2008) and planned units
- c. Based on projected number of units in the Livermore General Plan Change Area in which station would be located. Change Areas exceed the size of the ½ mile station areas; therefore, not all housing realized in the areas would be located in station areas.
- d. Dublin/Pleasanton Station planned units based on Transit Village and Hacienda planned developments, from East Dublin Specific Plan, Chapter 4, amended 2008.

Page 5-16, third paragraph 3, last sentence:

Further, the eastern portion of the Greenville East Station ~~station~~ area is dominated by land contracted under the Williamson Act (see Figure 3.3-3), which as detailed in Section 3.3, Land Use, is considered an agricultural resource to be conserved and also lies in a City-designated scenic corridor.

Page 5-17, paragraph 3 is revised as follows

These alternatives, both of which include the Dublin/Pleasanton, Downtown Livermore, and Greenville east Stations, would have a housing deficit of an average of ~~824~~ 1,044 units per station (for three stations) compared to the MTC threshold of 3,850 units.

Page 5-18, paragraph 2 is revised as follows:

Alternative 2a would have a housing deficit of an average of ~~505~~ 725 housing units per station (for three stations) compared to the MTC threshold of 3,850 units.

Page 5-18, paragraph 4 is revised as follows:

Like Alternative 2a, the corridor-wide projected housing average for the three stations that would be served by this alternative nearly attains the MTC target, at only ~~438~~ 658 units below the MTC threshold.

Page 5-18, paragraph 6 is revised as follows:

Alternative 3a would have a housing deficit of an average of ~~787~~ 1,007 units per station (for three stations) compared to the MTC threshold of 3,850 units.

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Appendix A

Comment Letters Received with No Relation to CEQA or the Draft Program EIR

The following written comments express opinions or preferences for a particular BART to Livermore Extension alternative or the design of the facilities. The comments do not raise environmental concerns, questions about the Draft Program EIR, or issues with the method by which BART has handled its CEQA responsibilities. Accordingly, no response is necessary to these commentors. Nevertheless, the comments have been included in this Responses to Comments document to provide the BART Board of Directors with a complete record of public input on the BART to Livermore Extension Program.

NOVEMBER 28, 2009

BART PLANNING DEPARTMENT
ATTN: MALCOLM QUINT
300 LAKESHORE DR.
OAKLAND, CA. 94612

DEAR MR. QUINT,

AS A DOWNTOWN LIVERMORE PROPERTY OWNER, I AM INTERESTED IN THE FUTURE BART EXPANSION TO LIVERMORE. I WOULD LIKE TO PASS ON TO YOU INFORMATION ON TWO COMPANIES THAT PROVIDE FULLY AUTOMATED PARKING SYSTEMS: AREACO AND MITCHCO.

BELOW GROUND AND ABOVE GROUND STRUCTURES PROVIDE SOLUTIONS TO MANY PARKING PROBLEMS AND ARE COMPETITIVELY PRICED TO TRADITIONAL PARKING STRUCTURES.

I HOPE TO ATTEND THE MEETING ON DECEMBER 2 AT ROBERT LIVERMORE COMMUNITY CENTER, 4444 EAST AVENUE.

FOR MORE INFORMATION, CONTACT KIRK SHORT. (INFORMATION ON NEXT PAGE)

REGARDS,



RONALD M. ACCIAIOLI
RMA PROPERTIES
1363 S. LIV. AVE.
LIVERMORE, CA. 94550-9532
925 373 6012



()
01/20/2010 12:21 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 13:21:17

First_Name: LORRAINE

Last_Name: AFLAGUE

Email: laflague@ewcsd.org

Message: BART to Livermore Comments

The train route would be best if it remained on the freeway as this would be the most cost effective. If the route went into downtown the cost \$\$\$ would be extremely expensive \$\$\$ as it would require a subway and aerial structure. The downtown alignment would require more costly land acquisition and parking. This option would also reduce the volume of LOWER COST Housing which Livermore has a high deficit of already and displace many people. The downtown option cost to benefit doesn't make GOOD SENCE.

The freeway Isabel/I-580 and Greenville East Stations would provide lower cost and more volume parking. The Greenville East location should be a priority as this would be the biggest ridership return on the investment as it would take traffic volume off I-580 by central valley users .

I have been paying into this system since the 1970's and feel the best way for it to become a reality is keep it on the freeway and keep the cost \$\$\$ down !!!

THANK YOU, Lorraine Aflague
1634 N. Chestnut Avenue

Submit: Submit

REMOTE ADDR: 156.3.63.103
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; InfoPath.1; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/19/2010 06:34 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 19:34:04

First_Name: Roger

Last_Name: Aines

Email: rogeraines@comcast.net

Message: I really like the idea of BART coming to downtown Livermore. I would regularly walk to the station if it was there - otherwise I need to drive. I do not believe there would be negative impacts to downtown from noise or crime, and the benefits to business would be large.

Submit: Submit

REMOTE_ADDR: 72.255.116.96
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_5_8; en-us) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
01/19/2010 08:45 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 21:45:24

First_Name: Ethan

Last_Name: Aines

Email: californiaethan@gmail.com

Message:
A BART station at the site of the current ACE station would be best for Livermore and its residents. However it gets there, through Pleasanton, down the freeway, raised, or in tunnels, doesnt matter as long as we have it in downtown. It is specious for critics of this plan to speculate on a rise in crime, which has been disproven by the police chief, and a rise in noise when there is already a heavy freight track in the direct vicinity. The potential benefits of a Downtown station on commerce and ease of access by residents far outweigh speculation of negative impact. A Greenville terminus would also be excellent for getting traffic from the Central Valley off of 580 and onto BART. The benefits of these two stations would be immediately noticed by even naysayers and detractors of this plan.

Submit: Submit

REMOTE_ADDR: 76.126.235.194
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_6_2; en-us) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): (Ed) ALEXANDER Organization/Business: _____
 Address: 1775 OLD TOWN ROAD City: LIVERMORE State: CA Zip: _____
 Phone: 925-292-0746 Email: MCA301@AOL.COM

COMMENTS / QUESTIONS:

Clearly, the route that will make the most positive contribution to the overall future of Livermore is the Downtown/Vasco road route.

This route has the best characteristics including the potential to ensure the successful development of Livermore's historic downtown as well as providing neighborhood access and bus access to Vasco rd. Additionally, Vasco road will provide commuter access, although limited, from CE-580.

It would be unfortunate to have BART come to Livermore and not already come to downtown Livermore - where the community's future lies.



0
11/10/2009 02:23 PM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, November 10, 2009 at 15:23:25

First Name: Colleen

Last Name: Alford

Email: caalford@sbcglobal.net

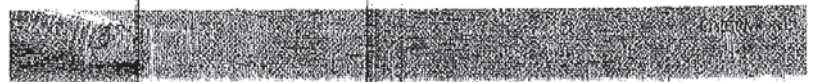
Message: I am a Livermore resident. I love Livermore and I love walking downtown with my family. Downtown Livermore is very family friendly and I want to keep it that way.

My first choice is Alternative #1 - Greenville East. This location would be perfect for a Bart Station. Please do not put Bart Downtown! Greenville has plenty of room for lots of parking and a nice station. I believe people commuting from Brentwood, Tracy and beyond would love to get off at Greenville and take Bart the rest of the way. This would loosen up congestion at the Vasco entrance to 580.

The 580/Isabel location, which may seem good, would not be good because it is very close to houses and daycare. There will still be back up from the Altamont pass commuters through Livermore until they get to the bart station. My second choice would be 580/Las Positas. I still do not like this choice, but it's better than downtown. Bart should not go through town at all. It should run along the freeway, which is the most direct route and less costly then having to go through town.

Submit: Submit

REMOTE_ADDR: 208.46.208.249
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



BART is Coming to Livermore!

COMMUNITY MEETING

THURSDAY, JANUARY 21, 2010

The Shrine Event Center, 170 Lindbergh Avenue, Livermore

6:30 - 9:00 PM

Comment Card

This comment card is provided for your convenience. Please provide any written comments below and return the comment card to the City project staff at the end of the meeting.

John Phillips

Thank You!

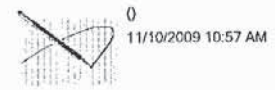
I know some of this is far beyond BART to Livermore, but it is pertinent. Too bad the meeting came just a few hours after DPEIR comment period ended. Maybe some of this will help, anyway.

cc Malcolm Quint

optional

name Robert S Allen
address 223 Downer Avenue
Livermore CA 94551-4240
email _____ phone (925) 499-1387

Worksheet 3
Thursday, January 21, 2010



To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

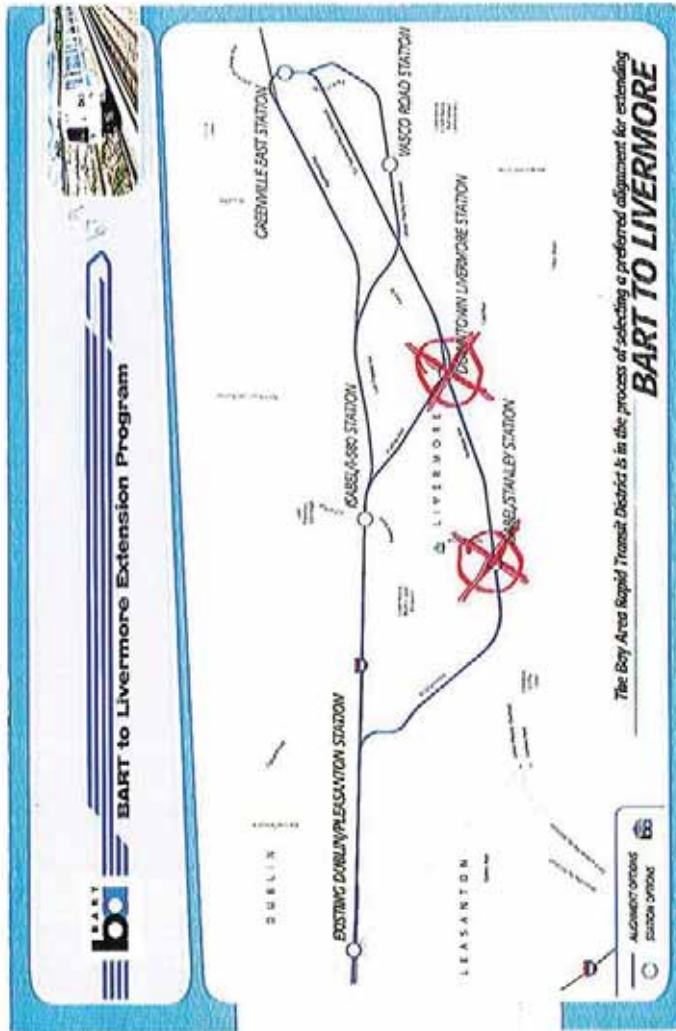
Below is the result of your feedback form. It was submitted by () on Tuesday, November 10, 2009 at 11:57:12

First_Name: Agnes
Last_Name: Anaya
Email: agnesanaya@sbcglobal.net

Message: I was happy to hear that a project to move bart to Livermore is finally under way. Many years that was supposed to be in the working and it's finally here. However many of my colleagues and I live in the Tracy/Stockton area and would like to see when you foresee building out our way. Most of us would ride Bart if it came our way. The Ace train doesn't meet our needs due to few intervals and times that the Ace train runs.

Submit: Submit

REMOTE_ADDR: 128.115.27.10
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; InfoPath.2; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/21/2010 01:35 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 14:35:28

First_Name: robyn
Last_Name: anzelon
Email: ranzel@comcast.net

Message: we strongly support the Greenville/580 alignment of the future BART line extension, and oppose all the alternative options listed...given unlimited funding it would be wonderful to model BART on city systems like that in many european cities, such as Vienna where we lived for several years, to have several interconnecting BART lines running from main arteries like the 580 into surrounding cities and housing areas, and especially to direct connections to the ACE station, but clearly funding will be limited in any foreseeable future...therefore the 580 alignment seems likely to have the best environmental/societal result because it will take more commuters quickly off the beyond-congested 580 than any other alignment, especially if there is adequate parking made available, which in the case of the Greenville extension is still possible. Situating public transportation amidst dense housing complexes sounds fabulous, but in reality it then serves a much smaller set of

ravelers, and this smaller set cannot supply the level of ridership required to make BART financially stable. Suggesting that local bus services will bring riders from other parts of the city to BART ignores the fact that local bus service in the valley is painfully inadequate, relatively expensive and because it is subject to the 580 congestion as well, far too time-consuming to draw commuters and others out of their vehicles. My niece spent a year with us, commuting from livermore to her job in san francisco, and trying to use Wheels to get her to and from the Dublin/Pleasanton station added typically 45-60 minutes to her commute, thus doubling her commute time to an unworkable amount of time, so most often i ended up driving her to and from the station, since the option of her driving herself also was unworkable because of the lack of adequate parking at that time. Ridership is going to depend on a combination of factors: frequency, parking, cost, cost of alternative transportation (i.e. the price of gas) and location. Cost will depend on numbers of riders and more riders will be attracted to a 580/Greenville station that helps them avoid the dreadfully clogged freeway stretch from the altamont to pleasanton than any other alignment. Frequent bus service from the ACE station to the Greenville BART station would add greatly to the numbers because such bus service would be able to avoid the clogged freeway and so be time-efficient. And because the 580/Greenville line will not have to impact neighborhoods and businesses and open space as much other environmental aspects such as noise will also be reduced as well. I believe this alignment has the potential to be built sooner, with less local disturbance and objections, produce higher ridership numbers and have a much greater and more immediate effect of getting greater numbers of cars off the 580 than any other, making it far preferable to any other.
thank you
robyn anzelon

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Joe Arnold Organization/Business: _____
Address: 2433 Farnsworth dr City: Livermore State: CA Zip: 94550
Phone: 925-455-9954 Email: joearnold@comcast.net

COMMENTS / QUESTIONS:

Freeway alignment is Best.
Bart has already met its obligation
to Livermore by coming to Pleasanton
Think Buses



0
01/08/2010 02:20 PM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, January 8, 2010 at 15:20:29

First_Name: James

Last_Name: Arnold

Email: jim@mortgagemarket.net

Message: Please keep Bart extension on the freeway with the rest of the noise and congestion. No one I know of really wants the downtown station going through. It is the kiss principle. Keep it simple stupid.

Alternative 1

Thank You for taking my opinion.

Jim Arnold
687 Egret Rd.
Livermore, CA 94551 (resident here for 21 years)

Submit: Submit

REMOTE ADDR: 71.6.126.180
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB6.3;
.NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30)



0
01/20/2010 09:07 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 22:07:23

First_Name: saundra

Last_Name: Ashburn

Email: saundraashburn2000@yahoo.com

Message: I would like Livermore Bart to have a station downtown Livermore.

verifytext: TP9V

Submit: Submit

REMOTE_ADDR: 24.4.47.63
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; GTB6.3; .NET CLR 1.1.4322)



0
01/20/2010 07:30 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 20:30:27

First_Name: BRIAN

Last_Name: ATCHINSON

Email: BADAUTOBODY@YAHOO.COM

Message: I HAVE BEEN PAYING INTO THIS SYSTEM SINCE 1970. I FEEL THE BEST WAY
FOR BART TO BECOME A REALITY IN LIVERMORE IS TO STAY ON THE FREEWAY AND KEEP
THE COST DOWN.PLEASE NO BART IN DOWN TOWN LIVERMORE. THANK YOU BRIAN
ATCHINSON.

Submit: Submit

REMOTE_ADDR: 68.127.28.203
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; iebar; GTB6.3; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET
CLR 3.5.30729)



"Babb, Robert (BobBabb)"
 <BobBabb@chevron.com>
 01/05/2010 05:33 PM

To <info@barttolivermore.org>
 cc <mlcampbell@ci.pleasanton.ca.us>
 bcc

Subject (mayor and city council) - mlcampbell@ci.pleasanton.ca.us

Comments on the BART to Livermore Extension

I am a resident of Pleasanton. I have not always been so, having grown up in Baldwin, NY. Baldwin is a suburb of New York City. It has been served by a commuter railroad since the 19th century. And we can learn from this experience.

The Long Island Railroad is similar to BART, except that it is single ended. It stops in the city and does not pass through. The southern branch, which passes through Baldwin, is electrified (third rail) through Babylon. Within the city, the line is underground; out in the suburbs, the line is elevated to avoid road crossings. There are a few underground stations within the city and a string of above ground stations in the suburbs. A lot like BART along the Pleasanton-Dublin line.

The line is a underground only in the city because the cost of underground construction is only justified by the surface land values within the dense building structure of the city. There has never been a thought of placing the suburban part underground.

Livermore has an underground option to allow a San Francisco-like atmosphere for its downtown. Nice idea, but it is not going to happen. Buying land is much cheaper than constructing an underground portion in the suburbs. Much, much cheaper. Livermore needs to understand that a downtown station and track will be above ground, almost certainly elevated to avoid road crossings.

Having also been in Chicago, I have experienced the areas that have elevated tracks running through neighborhoods. New York City does it with their subways (some parts are elevated), Chicago with the "EL", the Long Island Railroad with their suburban lines and BART through Fremont, Bayfair and Fruitvale. In every case, homeowners with a choice choose not to live next to the tracks. Trains of all sorts make noise and commuter trains make this noise much more regularly than freight trains. Businesses are the preferred neighbors; the density of patrons or employees going to and from the businesses may approach numbers that could justify a station. Within the city, with the underground sections, residents do not hear or see the trains, and combined with the higher density of the city, housing is found near to the train paths and stations. But only in the city. Elevated lines do not make good neighbors for housing, especially if the housing is right next to the tracks. Elevated tracks and housing should be mixed as little as possible, whether near stations or between them.

Living near to mass transit means different things in the city and the suburbs. Within the city, the housing and business density favor mass transit that runs often and in many places. Like the Muni and busses in San Francisco. In the suburbs, mass transit is travels few key routes and not as often, sometimes not running on holidays or Sundays. So at the city end, commuters use mass transit to connect easily to the commuter trains. At the suburb end, the connections tend to be use of a commuter car to a parking area, taxi, or pickup/drop-off by a second person. The car is essential to the suburban user because, although the train provides a good solution to daily commuting, there are no easy solutions to get to all of the other necessities: grocery stores, schools, churches, soccer practice, movie theaters and the rest of the places one goes when not commuting. Even people living close to the station would need to use a car rather than the train for every other activity.

Each station on the Long Island Railroad is surrounded by a linear (buffer) parking lot. Providing parking is expected and it is part of the ticket cost.

Commuting pays the trains' bills. Paying for ten trips per week is where the bulk of the money comes from. I travel occasionally on weekends to San Francisco, just like I did to New York, for entertainment or shopping. Nice, but not significant revenue. BART must focus on the real world at work, that of commuting from Livermore and beyond to San Francisco as their primary reason for being. If a major business area is built along the BART route near to a station, some reverse commuting is possible and will provide a significant revenue source. (On Long Island, this is not common, and the railroad runs "dead head" trains – empty ones – in reverse to get more trains back to the commuting start line during rush hour times.)

Livermore is hoping that having BART stop in downtown will make it a destination. For whom? Most of the suburban people will find it easier and more convenient to drive if they decide to go. San Francisco people have a far greater selection of entertainment, art, and restaurants closer to home – they are extremely unlikely to seek better options in Livermore, BART or no BART.

Planning commissions need to understand that urban transit villages in the far suburbs are not the housing choice of any. You combine the worst of the city – congested living, with the worst of the suburbs – few close options for shopping, dining, schooling, entertainment. And you place them in the least desirable area, along railroad tracks in use 21 hours per day. The only way to make this worse is to add in the pollution and noise from a freeway located a few feet away.

There is also has to be the understanding that people will continue to live in Tracy and points east, while commuting to the San Francisco area to work because of lifestyle choices that, in many cases, hinge around housing costs. Unless there is a plan to turn all of the green spaces into housing, these cost differentials will continue to exist and the reasons for the lengthy commute will exist as well.

So, what should you be looking at? Maximize commuter flow, expect elevated train paths and provide parking so that cars travel the minimum distance before placing the passengers onto the train. Give up the dream of a train reviving downtown and of rural people clamoring to live like city people in housing density only.

Proposed stations:

- I-580 Isabel – Fair location. Can pick up people commuting in on 84 and the area surrounding the station. Unlikely to provide much destination flow. Buffered by freeway. (Las Positas College will not be gaining commuters using BART – they live nearby and are better served by busses.)
- Isabel/Stanley – Bad location. Can pick up a few people in the surrounding area. Will not provide destination flow. Poorly duplicates I-580 Isabel station.
- Downtown Livermore – Poor location. Can pick up from a large area of Livermore. Must have sufficient parking to be viable. May provide minor destination flow. Elevated train may require serious businessroad alteration.
- Vasco Road – Good location. Can pick up from a large area of Livermore. Should have sufficient parking. Very likely to provide commuter destination flow (the Livermore lab).. Possible yard available.

- Greenville East – Excellent location. Can pick up people commuting on I-580 to the east and east Livermore residents. Buffered by freeway. Has large parking areas available. Has train yard space available. Intersects with ACE route for best transfer of those commuters.

- Spring – 1st street – Poor location alternative to downtown Livermore station. Can pick up from a large area of Livermore and North Livermore. Buffered by freeway. Parking areas available. Unlikely to provide much destination flow. May duplicate Isabel and/or Greenville stations. (I added this based on map)

What would be "best"?

There is no best, but there is "worse" and too expensive. The better paths are following the freeway with Isabel and Greenville stations, with possibly a Spring-1st station; following the freeway to Isabel station, then continuing to Vasco and Greenville stations; and following the freeway to Isabel stations, the continuing to Downtown, Vasco and Greenville stations.

Choose wisely and learn from local and other's experience.

Robert Babb

bobbabb@chevron.com



jorgen barrantos
<barra_lb@yahoo.com>
11/17/2009 10:04 AM

To info@barttolivermore.org
cc
bcc
Subject Corridor options

Dear Bart Planning Department,

Is with much joy that I want to comment on the Bart Corridor options for the City Of Livermore.

First of all, to keep the Livermore Environmentally Safe, should be the highest priority when constructing this Bart Corridor.

So, I want to mainly agree that the El Charro Rd. option, connects the Bart Corridor to the Existing Union Pacific Railroad.

This Railroad connects to the Isabel/Stanley Station and subsequently connects Downtown Livermore.

This is a great connection to commuters, as well as weekend visitors, which bring revenues to the City.

To simply place this plans will make the project duable in the short term to all the communters that live here already.

Expansions are wonderful things, but with budgets and city modifications being detriments to complete.

The Vazco Road stations and Greenville stations can have their expansions after the first Bart stations are build.

I am a resident of Livermore since 1999, and have communted to the Bay area (Mountain View) ever since by train (ACE) and long hours of commuting.

Now I am working in Hayward, which makes my commuting one way to 22 miles. I am still thinking that commuting by Bart will make sense if only I can have the option to simply leave my car in the station in Livermore an get to Fairview in San Lorenzo an take a shuttle to Industrial Rd.

Simplify is my vote, sincerely

Jorge Barrantes
1146 Lambaren Av.
Livermore, Ca 94551





Paul Barrow
 <paul.barrow@sbcglobal.net>
 11/17/2009 12:39 PM

To info@bartolivermore.org
 cc
 bcc
 Subject BART extension to Livermore

Dear Sirs:

I have just read your postcard and weighed the options. I believe the Isabel/580 station plan to be the best for several reasons:

- 1) It would no doubt be the least expensive to engineer and build. It is a straight shot from the Dublin Station, and appears to be the closest to that station. Using the 580 corridor would eliminate buying or condemning land en route to the Downtown or other off-freeway stations.
- 2) While I live off of Vasco Rd. North of the freeway and would no doubt be better served by a station at Vasco Rd or Greenville Rd., I believe the vast majority of Livermore residents would prefer the station be located away from downtown (thus eliminating the Isabel/Stanley and Downtown locations) and in the direction of most travel (thus eliminating the Vasco and Greenville stations).
- 3) A station at Isabel/580 should also be convenient to commuters coming over the Altamont from the East. While a station at Greenville might be more convenient for them, the Isabel/580 location would prevent them from needing to drive over Livermore streets to arrive at a station. Remaining on Hwy 580 would be more convenient for them AND for Livermore residents already fighting rush hour traffic on city streets on their way to work.

As implied above, a station at Greenville or Vasco Rd. would necessitate most Livermore riders to travel to the station in the opposite direction they need to go. A Vasco Rd., Downtown or Isabel/Stanley station would draw commuter traffic from outside Livermore through city streets, adding to existing traffic, congestion and noise.

This leaves the Greenville station and the Isabel/580 station. As I have already said, I believe the Isabel/580 station would be the better choice of the two for most Livermore residents. While the Greenville station would allow Eastern commuters to exit 580 sooner and lighten traffic on the freeway sooner, Livermore residents would add to city-street traffic crossing Livermore to arrive at the eastern station. I don't believe this is a good trade off, especially with the added cost of construction going from Isabel to Greenville.

I have tried to be logical in my views, and clear in relating them. I hope I have been of some service to those who must make the decision.

Sincerely,



0
 01/11/2010 07:58 PM

To info@bartolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 (i) on Monday, January 11, 2010 at 20:58:58

First Name: oscar

Last Name: bartolo

Email: oscarconcha@live.com.mx

Message: q buena q van a meter el bart a livermore eso es bueno y es una buena noticia .asi se ahorrara tiempo .y se ara menos trafico .esperemos q pase cerca del centro de livermore .por q livermore es muy bonito .y ademas su gente es diferente y amable

Submit: Submit

REMOTE ADDR: 69.228.195.82
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; Trident/4.0; GTB6.3; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; Tablet PC 2.0)

* i'm glad that there is going to be a BART line in Livermore. That is great. It is a very good news. We are going to save time and there will be less traffic. We hope that it would be near downtown Livermore because the city is beautiful and its people are ~~diverse~~ and nice. diverse.



paul bauman
 <paul-karen@sbcglobal.net>
 01/03/2010 07:17 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Comments

I would like to voice my concern over routing BART into downtown Livermore. There is currently not enough parking in downtown Livermore. Your proposal to use the current parking structure at the Train Station is crazy. This parking lot was built for the commuters on the train and bus as well as for the Movie Theater, Performing Arts Theater and restaurants. Plus the traffic in that area is already very heavy and often dangerous for pedestrians as well as cars because of the high amount of cars traveling through that area. In addition the cost is prohibitive. We have been paying to bring BART to Livermore for over 30 years with the thought that it would continue down 580 to Greenville Road. This makes a lot more sense because of the open space available for the station and for parking. There is no open space in downtown Livermore for this purpose. Putting BART through downtown Livermore would again disrupt our downtown and again put the businesses in peril once again. Not to mention the money that will be needed to build this additional line. Please, Please DO NOT PUT BART IN DOWNTOWN LIVERMORE. Keep in on 580.

Thank you!
 Karen Bauman

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): DOROTHY BEHRIN Organization/Business: _____
 Address: 747 WIMBLEDON LN. City: LIVERMORE State: CA Zip: 94551
 Phone: 925-447-8788 Email: BEHRIN@SBCGLOBAL.NET

COMMENTS / QUESTIONS:

Alternative 1 - Greenville EAST IS THE BEST
ROUTE. WE NEED SPACE FOR PARKING.
DON'T DISRUPT DOWNTOWN AREA WITH NEEDLESS
CONSTRUCTION.



**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): ERVIN BEHRN Organization/Business: _____
Address: 747 WIMBLEDON LN. City: LW State: _____ Zip: 94551
Phone: _____ Email: Behrn@shcglobal.net

COMMENTS / QUESTIONS:

All options that do not use the freeway for the extension are unrealistic. Run through Livermore. It's way too expensive and cannot be justified for their increased cost.



()
11/20/2009 06:52 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 20, 2009 at 07:52:24

First Name: Ronald
Last Name: Bernhardt
Email: Rebernhardt@aol.com

Message: PLEASE, PLEASE, PLEASE KEEP BART on the freeway where it belongs. Stanley Blvd. is already a traffic/noise nightmare. The last thing we need is a major traffic generator in this area. I have been paying taxes without service all these years, it is just wrong that when service finally does arrive it destroys our neighborhoods.

Ron Bernhardt
Submit: Submit

REMOTE ADDR: 207.200.116.135
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.1; AOLBuild 4334.5006; Windows NT 5.1; Trident/4.0; FunWebProducts; Comcast Install 1.0; GTB6; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

Kenneth A
Duron/LMA/Oak/BART
12/31/2009 10:41 AM

To Joanne Berven <jdnevreb@comcast.net>
cc
bcc Malcolm Quint/MSQ/Oak/BART
Subject Re: BART to Livermore

Joanne and Dale Berven,

Thank you for your email. Your message will be shared with the Board of Directors as requested. A copy will be provided to our Program Manager for the proposed Livermore Extension.

Thank you for your interest.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov
Joanne Berven <jdnevreb@comcast.net>



Joanne Berven
<jdnevreb@comcast.net>
12/31/2009 10:39 AM

To BoardofDirectors@bart.gov
cc ccnletters@bayareanewsgroup.com
Subject BART to Livermore

To the Board,
After attending a meeting at the Robert Livermore Community Center and reviewing the Draft EIR, We would like to encourage you to vote for the Alternative 1- Greenville East.

As taxpayers in Alameda County since 1958, we have looked forward to BART to Livermore ever since its inception.

After reviewing the draft EIR, I went downtown and looked at the area around the bus and ACE station, where the Livermore station could be built and decided that there is not enough room along the currently existing tracks for BART tracks to be built without SERIOUS disruption along the right of way and to the existing buildings and homes in what is outlined as the 'station area'. To my way of thinking, there is not enough reason to bring BART downtown. Too many people would be displaced without viable alternatives for business and housing.

BART belongs on the freeway where it will have the most impact on freeway traffic. (Wasn't that the original intent of BART - transportation?) Yes, the freeway would be under more construction for a number of years while the tracks are being built, but once finished, it would take far more cars off the freeway than the current HOV/HOT lanes that are currently under construction.

Livermore is not large enough now or in the foreseeable future to support BART downtown. We do not have a major university or county courthouse blocks from

the station. We do not have the business district now or in the foreseeable future to entice people to get off downtown. I know there is a new, larger performing arts building in the works, but it would be an occasional venue, not a daily one that would justify the cost of bringing BART downtown.

Joanne and Dale Berven
4854 Andrea Ct.
Livermore, CA 94550
925-294-8247

Kenneth A.
Duron/LMA/Oak/BART
12/30/2009 09:56 AM

To: Kristine Biehl <kmbiehl@yahoo.com>
cc
bcc: Malcolm Quint/MSQ/Oak/BART
Subject: Re: BART to Livermore

Ms. Biehl,

Thank you for your email. Your message will be shared with the Board of Directors as requested. A copy will be provided to our Program Manager for the proposed Livermore Extension.

Thank you for your interest.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov
Kristine Biehl <kmbiehl@yahoo.com>



Kristine Biehl
<kmbiehl@yahoo.com>
12/30/2009 09:34 AM

To: BoardofDirectors@bart.gov
cc
Subject: BART to Livermore

To the full Board,
Our household is in favor of keeping BART on the **freeway**, we do NOT want an expansion to the downtown Livermore area. It will cost less to keep it on the freeway and there will be more room for parking structures. Wheels can bus in any visitors from BART to the downtown area.

BART to downtown Livermore would only cause noise pollution and our streets would be impacted with riders parking (because we all know that people do NOT walk to BART).

Thank you!

Kristine Biehl

*Girl Scout Leader/Advisor
Junior Troop 32007
Cadette Troop 31209
925-447-1519 home
925-980-4109 cell*



0
12/10/2009 11:00 AM

To: info@bartolivermore.org
cc
bcc
Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, December 10, 2009 at 12:00:45

First_Name: mary jo

Last_Name: bierman

Email: maryjobier@comcast.net

Message: I think Bart to downtown Livermore is a very bad idea because it would stop to close to the high school. Why ask for problems when it is not necessary to do so. We have gangs here in Livermore and it would make it so easy for rival gangs to come to Livermore and confront the gang members here in town. I think the police do a great job for us so why make their jobs any harder?

I say keep Livermore the nice town we have. People feel safe downtown so why bring in unnecessary trouble.

Take Bart to the freeway where access to downtown is not so easy.
Mary Jo

Submit: Submit

REMOTE ADDR: 76.103.92.100
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3; .NET CLR 1.1.4322; InfoPath.1; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



"Boitano, David (GT&D)"
 <DRB8@PGE.COM>
 01/04/2010 07:24 AM

To: <info@barttolivermore.org>
 cc:
 bcc:
 Subject: BART extension to Livermore

To whom it may concern,
 I've been a Pleasanton resident for over 30 years and *I'm in favor of the BART extension to Livermore along the I-580 median*. This is less costly than other routes, providing easy access and parking for drivers coming in from the east. *I am NOT in favor of any routes that would take the BART tracks through the Staples Ranch and the chain of lakes area to downtown Livermore.* A downtown Livermore station would force drivers onto surface streets and to compete for limited parking at the proposed site.

Please keep the BART extension to Livermore along the I-580 median.
 Sincerely,
 David R. Boitano
 1446 Groth Circle
 Pleasanton, CA 94566



"Dr. Robert Boultier"
 <drboulter@sbcglobal.net>
 12/31/2009 11:30 PM

To: info@barttolivermore.org
 cc:
 bcc:
 Subject: livermore extension

Bart extension to Livermore

Dear Sirs,

I am a resident of Livermore and have been for years. I look forward to the extension into Livermore. However the idea of putting a route through the center of town does not make any sense or appeal to me. I support the idea only if it is kept along the 580 hwy route. The possible dangers, noise and hazards would be reduced with the 580 stations. It would also make the future possibility of extending to Tracy more viable.

Sincerely,
 A concerned Livermore resident

Kenneth A
Duron/LMA/Oak/BART
12/30/2009 12:29 PM

To dbradley@aol.com
cc
bcc Malcolm Quint/MSQ/Oak/BART
Subject Re: BART Route To/Thru Livermore

Ms. Bradley,

Thank you for your email. Your message will be shared with the Board of Directors as requested. A copy will be provided to our Program Manager for the proposed Livermore Extension.

Thank you for your interest.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov
dbradley@aol.com



dbradley@aol.com
12/30/2009 11:28 AM

To boardofdirectors@BART.gov
cc
Subject BART Route To/Thru Livermore

Please place the approved route for BART to/thru Livermore on the 580 route. If the Livermore Mayor and his small vocal group continues to press for a Livermore downtown BART route, please feel free to refuse to provide any BART route to Livermore.

The Mayor and a small vocal segment of the Livermore City do not represent the majority of Livermore residents on many issues such as this one. Following 580 for the BART route makes economic sense as well as being a common sense decision. The Mayor and a small vocal segment have historically made decisions that are inherently wrong and very costly. In recent years and currently they ignore the enormous cost to the taxpayers compared to alternatives and also often ignore the real needs or lack thereof of the majority of Livermore residents.

I'd like to see BART begin operations on the 580 route as I have paid increased taxes for decades to support BART. But I don't want to see it start a route to downtown Livermore that would be costly, ignored a logically good route just because the Livermore Mayor and a small vocal group "want" BART to directly support their expensive Livermore theaters. Sometimes, nothing is better than a costly mistake.

Thank you for your consideration. Darlene Bradley, 1325 Windsor Way, Livermore, CA 94550



0
11/18/2009 01:02 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by () on Wednesday, November 18, 2009 at 14:02:57

First Name: Danelle

Last Name: Brady

Email: danelle_brady@hotmail.com

Message: The Greenville station, hooking up with the Vasco station to link to the ACE train and then to downtown Livermore and off to Pleasanton would make it so easy for commuters who come in from the valley and hook up with the ACE train or work in San Francisco without having to take a bus or find other means of transportation to their employment. It would also increase business to the Greenville business parks and downtown Livermore.

The comments on housing is very challenging in the Tri-Valley. People don't want the "city-like" living. They like single family homes with wide open spaces. They are willing to drive to a station that offers many types of transportation. Stations that have BART, ACE, Wheelis, etc in one place is valuable.

Please add my comments to the Greenville, Vasco, Downtown Livermore route. I am very against the Northfront route.

Thanks!!

verifytext: UIM4

Submit: Submit

REMOTE_ADDR: 99.25.114.234
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 6.0; FunWebProducts; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 1.1.4322; .NET CLR 3.5.30729; .NET CLR 3.0.30729)



Maryann Brent
 <m_brent@yahoo.com>
 01/20/2010 04:40 AM

To "info@bartolivermore.org" <info@bartolivermore.org>
 cc
 bcc
 Subject BARTRoute

I support the hybrid Portola-Junction Ave underground route to downtown and the above ground route to Vasco Rd. This will encourage patrons outside Livermore to visit our downtown while stimulating a more balanced business mix on First St.

Maryann Brent
 Livermore CA
 (925) 447-8804



0
 01/10/2010 10:11 AM

To info@bartolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Sunday, January 10, 2010 at 11:11:02

First_Name: Virginia

Last_Name: Brown

Email: ginnybrown3@comcast.net

Message: As a Livermore resident for about 50 years, as a taxpayer for Bart since the inception of the system, and as a frequent user of Bart services, I have the following comment:

The new station or stations should NOT BE DOWNTOWN. This is a very bad idea. It would be too expensive. It would not aid the downtown businesses and theaters enough to make it worthwhile. The scope of the disruption during possible construction is nearly impossible to imagine.

A station or station at Greenville or Vasco and/or Isabel makes much more sense. Commuters coming from the east on 580 could avail themselves of a Bart stop right there at Greenville or Vasco. The citizens of Livermore would also have a shorter drive to a Bart station.

First we had to drive to Bay Fair to get on Bart. Now we drive to Dublin/Pleasanton to get on Bart. That's a little better. However, a station somewhere at the foot of the Altamont makes the most sense to me.

The new station at "West Pleasanton" is an absolute boondoggle and sending our money down a rathole. Everyone knows it was done strictly to benefit the Stoneridge Mall. The people in the valley can easily travel to the present Dublin/Pleasanton station. Parking? Well, that's another story although the new garages are a help. This extra station - no more than about two miles to the west - was really really stupid and ill-conceived.

Thank you for listening.

Virginia L. Brown
 955 Via Seville
 Livermore CA

Submit: Submit

REMOTE ADDR: 24.4.25.250
 HTTP USER AGENT: Mozilla/4.0 [compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3]



Bill Buecker
<bbuecker@gmail.com>
12/19/2009 01:43 PM

To info@barttolivermore.org
cc
bcc
Subject BART to Livermore

To whom it may concern...
My take on the various path options that BART officials want to take to extend BART eastward from Pleasanton is the path along I580 to Greenville Road. Another tie in is to have BART with a terminal connecting to ACE. The El Charro area is trouble waiting to happen since there are discussions with Pleasanton populous wanting the I580 connect to Stanley Ave via El Charro.

Bill



bussy1@lilnl.gov
01/21/2010 05:57 PM
Please respond to
bussy1@lilnl.gov

To info@barttolivermore.org
cc
bcc
Subject BART to Livermore

I want to express my strong preference that BART stations should be in downtown Livermore and on Vasco at the Ace station. We have a long history of attempted development on the margins of Livermore, which culminated in the establishment of our urban growth boundary.

Downtown and Vasco Road BART stations will support compact development better than the other options. A downtown station will be the best for continued downtown development. I also support undergrounding of BART along Portola Avenue.

Thank you,
Lee Busby
3550 Pacific Avenue, #1406
Livermore, CA 94550

BART Planning Department

Dear Sirs:

I believe the BART alternatives are an opportunity to influence growth in ways affecting issues beyond simply moving people to and from their destinations. A cost basis for the choices is less important. Consider: The central valley has struggled against sprawl encroaching rich agricultural land. What can we do that is more than of local concern? I think Livermore must adapt itself to an urban future - building up instead of out, in the process relieving some of the valley growth.

To this end, the choices should be limited to routes servicing downtown Livermore, well designed to overcome naysayer complaints.

The route with a Livermore station ending at Vasco appears the best choice of those I've heard discussed. Leave the chain of lakes untouched.

Roman Bystroff

330 Scott St.

Livermore, CA 94551



"meari campbell"
<meaircamp@wecare.net>
01/19/2010 04:07 PM

To <info@bartolivermore.org>
cc
bcc
Subject Bart to Livermore

Dear Mr. Quint,

I suggest that the Bart route that would accommodate the need for efficient transportation for the most people is along the 580 Freeway to Greenville. A station at Isabella makes sense because of the College nearby. There are many advantages to this plan includes cost, less maintenance, good parking, and acceptance throughout the system. Building a subway system into Livermore to accommodate patrons of the arts, and I am one of them, would serve to make Bart management look foolish, the cost would skyrocket, and the finish date would be unnecessarily prolonged. I live in the Livermore area and drive to Dublin to take Bart so any station out this way would be an advantage to me.

Sincerely,



0
01/19/2010 09:44 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 22:44:04

First_Name: Debbie
Last_Name: Carey
Email: dcarey449@sbcglobal.net

Message: I would like to see the Bart lines run through downtown Livermore via Portola and then on to Vasco Road. I feel this route is vital and will truly make our Performing Arts Centers successful and give Livermore the services we rightfully deserve. Bart Finally YEAH!!!!

Submit: Submit

REMOTE ADDR: 69.226.232.251
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; FunWebProducts; GTB6.3; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/20/2010 11:21 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 12:21:50

First_Name: Brian & Joyce
Last_Name: Cartier
Email: bandj2nd@gmail.com

Message: We want the BART extension built with an intent to alleviate traffic in the 580 corridor. We also want it to minimize the effect the extension will have on other land and the quality of life in the Tri-Valley area. There is only one solution that accomplishes both goals. Send BART right down the median of 580 and put the last stop at the intersection with Greenville and the ACE train. That solution makes use of land (the median strip in 580) that cannot be used for any other purpose, and it frees land that would be used for any other solution to be used for other environmentally beneficial purposes or to address other housing/commercial needs. Any other solution makes no sense. If there is a requirement for high-density housing to surround the station, let Livermore annex the land there and build the housing. Do not propose a downtown Livermore solution or any other solution south of land adjacent to 580.

Submit: Submit

REMOTE ADDR: 99.65.183.7
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3; .NET CLR 1.0.3705; .NET CLR 1.1.4322; Media Center PC 4.0; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/19/2010 03:42 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 16:42:42

First_Name: Katie

Last_Name: Caulk

Email: k_caulk@yahoo.com

Message: I support BART along the I-580 medium, specifically, Alternate 1. I
might consider Alternate 3 if noise is kept minimal.

Submit: Submit

REMOTE_ADDR: 24.5.233.124
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.0; en-US; rv:1.9.0.17)
Gecko/2009122116 Firefox/3.0.17 (.NET CLR 3.5.30729)



0
01/19/2010 09:12 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 22:12:48

First_Name: Alma

Last_Name: Cavite

Email: alma6400@yahoo.com

Message: I am sending this e-mail to make my voice be heard that I am AGAINST
the proposed BART station in downtown Livermore. In my opinion, BART station
in downtown Livermore will cause congestion, parking problems, noise, and
crime.

BART station is best suited along the 580 freeway, specifically
Vasco/Greenville area. BART station in Greenville will bring business and
ridership to Wheels bus; Greenville provides ample space for parking.

Submit: Submit

REMOTE_ADDR: 69.228.83.183
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 6.0; SLCC1;
.NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR
3.0.30618; WinNT-PAI 12.08.2009)



0
11/16/2009 08:53 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, November 16, 2009 at 21:53:04

First_Name: Teresa

Last_Name: Ciarfaglio

Email: tlciarfaglio@comcast.net

Message: Have you driven through downtown Livermore recently? Traffic is slow, and can actually be crawling, through downtown. I can not imagine the additional traffic and parking hassles local residents will have to face with people trying to depart from a downtown Livermore station! Downtown Livermore is becoming over built as it is with another theatre to be built and now there is consideration for a BART station in the middle of town = too much!! I am for the Freeway alignment, but not downtown extensions!

Submit: Submit

REMOTE ADDR: 67.180.55.254
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.0.3705; .NET CLR 1.1.4322; Media Center PC 4.0; Comcast; Comcast; AskTB5.2)



0
12/26/2009 07:59 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Saturday, December 26, 2009 at 20:59:13

First_Name: Megan

Last_Name: Clappin

Email: Mclappin@comcast.net

Message: As a Livermore resident, I would like to voice my opposition to the BART extension to downtown Livermore. I am not fond of the idea that BART will extend to Livermore at all but am especially against the plan to bring it to the downtown area. Keep BART out in the highway region like at the Dublin-Pleasanton station. Parking and traffic are a nightmare downtown as it is, I would hate to see it get worse. Keeping out at 580 only makes sense. Thank you.

verifytext: FLNL

Submit: Submit

REMOTE ADDR: 24.130.250.99
HTTP_USER_AGENT: Mozilla/5.0 (iPod; U; CPU iPhone OS 3_1_2 like Mac OS X; en-us) AppleWebKit/528.18 (KHTML, like Gecko) Version/4.0 Mobile/7D11 Safari/528.16



Gail Cobe
<gailcobe@comcast.net>
01/02/2010 08:47 AM

To info@barttolivermore.org
cc
bcc

Subject BART extension to Livermore

As a long time resident of Pleasanton, one who commutes via BART to a job in San Francisco and a supporter of the BART extension, I strongly urge that you stick with the original plan and build along the 580 corridor. This is what the citizens supported and expected and ask that you respect.
Thank you,

Gail Cobe
gailcobe@comcast.net

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Vita Confectioner Organization/Business: _____

Address: POB 374 City: Sunol State: CA Zip: 94586

Phone: _____ Email: hug-a-pet@yahoo.com

COMMENTS / QUESTIONS:

Wish there is a BART station from
sunol to livermore





0
01/22/2010 09:18 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Friday, January 22, 2010 at 10:18:07

First_Name: km
Last_Name: connolly
Email: kkllddbb@aol.com
Message: My vote:
Greenville East along 580.

It will be a nightmare to have a BART station anywhere else.

There are so many commuters from Tracy and beyond who could cut their driving commute in half by boarding BART at Greenville and the process would be easy. Steering BART into downtown or along Stanley would increase Livermore traffic. If I were commuting from Tracy, I would not be interested in driving thru downtown traffic to park my car in a big parking garage...too time-consuming and aggravating.

Also, who do you think you would be attracting to the downtown area to spend money?

And an elevated BART ??? Wow - what any eyesore for the Livermore Wine country
!

Submit: Submit

REMOTE_ADDR: 98.207.209.207
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3; .NET CLR 1.0.3705; .NET CLR 1.1.4322; Media Center PC 4.0)



Ken Cook
<casaoro@sbcglobal.net>
01/18/2010 09:53 PM

To info@barttolivermore.org
cc
bcc
Subject BART options in Livermore

Mr. Quint,

I have been reading with great interest the discussions in the Livermore Independent and the Pleasanton Weekly regarding the options presented for an extension for BART into Livermore. I understand that you are fielding electronic responses, and I wish to add my voice to those who have recommended the alignment along Interstate 580, with stations at Isabel (for connections to the college, business park and airport) and at Greenville (with a connection to ACE and to provide a station for those commuting into the Bay Area from "over the hill" to ride BART instead of driving.)

I understand that this proposal is the least expensive of those presented, will result in the largest increase in ridership, and will relieve the traffic flow on I580. It will also be less intrusive into residential neighborhoods in northeastern Pleasanton, and northwestern Livermore.

Please add my "vote" (as a voter, BART rider, and Pleasanton resident) with those wise folks who have voiced their opinions for the freeway alignment for the BART extension to Livermore.

Kenneth Cook
4917 Golden Road
Pleasanton, CA 94566

Kenneth A
Duron/LMA/Oak/BART
01/20/2010 08:40 AM

To soscooper@comcast.net
cc
bcc Malcolm Quint/MSQ/Oak/BART
Subject Re: BART to Livermore Extension

Ms. Cooper,

Thank you for your email and comments regarding the proposed extension to Livermore. Your message will be shared with the Board of Directors and staff managing the process.

Thank you.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov
soscooper@comcast.net



soscooper@comcast.net
01/18/2010 01:41 PM

To boardofdirectors@bart.gov
cc
Subject BART to Livermore Extension

As a 40 year resident of Livermore, 30 of which were as a teacher and administrator in Livermore schools, and 18 of which have been as a homeowner and resident in downtown Livermore, I urge you to adopt the Isabel/I-580 station, not the Isabel/Stanley or Downtown Livermore Stations. Stanley Boulevard and Downtown Livermore are highly congested with automobile traffic, and their infrastructures would be further weakened with a BART station in either location.

Sheila Cooper
2456 Third Street
Livermore CA 94550



Dick Corso
<dick.corso@gmail.com>
12/10/2009 07:31 PM

To info@barttolivermore.org
cc
bcc
Subject BART to Livermore

I am a 10 year resident of Livermore, having purchased my home prior to the downtown redevelopment and prior to the discussions of BART. I bought close to the ACE train station and to downtown at the age of 39 with the hope that someday the city would have the vision to bring commerce, the arts and transportation linking Livermore to the rest of the Bay Area. In 9 years, much of that has come true. I live within 3 blocks of the proposed downtown station and welcome it to the area. Livermore cannot maintain it's back in the corner attitude forever. It is part of the Bay Area and residents of Livermore do want to have a good quality of life. While that includes a quieter life than most cities, still includes a connectedness. Many Livermore residents chose the city as I did, for the quality of life and for the potential that the city would connect. We are growing. We have many fine restaurants. We have a beautiful new multi-screen theatre. We have a wonderful new performing arts center. We have a world class wine district with our own appellation. None of that is just our own, we should be sharing it. Today, we can't. The worries about crime and crowding and all the ho-hum, are just worries. A freeway aligned BART route does not solve the problems rapid transit is intended to solve. It only brings more. A downtown solution brings people to Livermore and from Livermore to the rest of the world. From here, we'll be able to hop on a plane in just minutes, after having a loved one drop us off near home. From here we'll be able to go to a show in San Francisco or Walnut Creek...or have San Franciscans come visit us. A downtown aligned station respects the former boundaries of the historic Highway 50 and the now busy freight and ACE lines. When the Lincoln Highway came through, I am sure those folks who first were here were as concerned about crime as some are today and others were concern about commerce. Cities grow and change over time. Livermore has grown and changed over time. It will continue to do so. From my 3 blocks away, I can see the benefits of a Portola/Junction Avenue Alignment. It's underground, it's quieter than most other solutions. It respects the neighborhoods. It provides for future growth. It takes the current ACE connection into consideration and opens up a new route from the Central Valley to much of the Bay Area. It also lays the basis for the future extension of BART further East as needed and when needed. BART to Livermore is the right thing. BART to Downtown is the only solution that makes sense. BART via Portola/Junction takes advantage of the least impacting route. I want BART in Livermore and I moved to Livermore with BART in the Downtown future. I purposefully moved close to the downtown railroad right of way and I look forward to walking to the station for the first ride and many more after that.

Dick Corso
243 Martin Avenue
Livermore, CA



0
12/21/2009 11:49 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Monday, December 21, 2009 at 12:49:48

First_Name: Glenn
Last_Name: Cox
Email: cox5@llnl.gov

Message: We are 100% against taking BART into downtown Livermore. The noise and invasion of privacy (every 20 mins) is not the reason we moved to Livermore 28 years ago. We don't believe anyone would like to hear the trains while they are shopping or eating downtown. We believe that continuing the track along the freeway as it is in Pleasanton, is the better option for the Tri-Valley area.

We are 100% against a station at Vasco Road. The traffic on Vasco Road is already crowded during commute hours and adding more traffic would be a nightmare. Also, why would you want to bring a BART track through the neighborhoods? Keep it on the freeway where the noise level already exists.

One of the options being proposed follows El Charro with a station at Isabel/Stanley. This option is a reasonable choice. The area is open and would allow for an expanded ACE train station as well as adding the required housing to support BART. This option would eliminate the train noise down in town and around the neighborhoods and keep the traffic off Vasco and Greenville Roads.

Thank you for considering our comments.

Glenn and Julie Cox
529 Rachelle Street
Livermore

verifytext: LT4P
Submit: Submit

REMOTE_ADDR: 128.115.27.11
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X Mach-O; en-US; rv:1.7.12) Gecko/20050915



0
01/20/2010 08:21 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 09:21:05

First_Name: William
Last_Name: Daily
Email: calbubba@juno.com

Message: An extension into downtown Livermore is a mistake of huge proportions. It would not enhance the commuting ability of Livermore residence, but it would make Livermore incredibly congested. The logistics are formidable and the cost extreme. If you have to extend BART to Livermore (which I don't recommend either), then keep it at the freeway where the bulk of the central valley commuters, that clog up our roads, will be. Livermore would like to maintain a quiet atmosphere where people can walk downtown and not be accosted by traffic, huge terminals and parking structures, and hordes of people.

Submit: Submit

REMOTE_ADDR: 128.115.27.11
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.6; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7



"Cecilia D'Ambrosio"
<CDAmbrosio@mcmorgan.com>

11/30/2009 10:57 AM

To <info@barttolivermore.org>

cc

bcc

Subject My vote for Livermore extension

It's about time! Keep it accessible to everyone...

Greenville East Station via I-580
Greenville East Station via Downtown Livermore (2 Options)
Vasco Road ACE Station via I-580/Las Positas
Vasco Road ACE Station via Quarry/Downtown Livermore

Cecilia D'Ambrosio



Warren Davis
<wdavis4000@gmail.com>
01/22/2010 03:28 PM

To info@barttolivermore.org

cc

bcc

Subject Preferred BART route

I would like to put my two cents into the public record. I want BART to Livermore yesterday, so please bring it to Isabel because it will be the quickest, and cheapest. We have been paying taxes since Christ was a child, do it quickly, do it now. Thank you. Warren Davis, Livermore.



0
11/20/2009 01:26 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 20, 2009 at 14:26:10

First_Name: Patty
Last_Name: DeBenedetto
Email: PattyDe9@aol.com

Message: I am a resident of Pleasanton and feel strongly that all new BART stations are placed along 580 instead of placing them into the neighborhoods or the downtown. The impact on the neighborhoods/Downtown, both existing and future ones would be very negative. It would not be fair to ask the neighborhoods to deal with the additional crowds, pollution and traffic. Not to mention the additional crime that will most surely become an issue as well. As for parking being a problem if the stations are not located on 580, this can be fixed by building larger parking accommodations than one found at Dublin/Pleasanton station. This will also help bring about some additional revenue for BART. Again I wish to ask you to place all new stations along 580 and thank you for taking my position into consideration.

Submit: Submit

REMOTE ADDR: 24.5.218.208
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30618)



0
11/20/2009 01:52 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 20, 2009 at 14:52:00

First_Name: Patty
Last_Name: DeBenedetto
Email: PattyDe9@aol.com

Message: My position for the Isabel/580 versus Isabel/Stanley station is that it should be placed along 580 if you feel there is a need for an additional station in that area. My feeling is that the Tri-Valley would see more benefit if one station was added in Livermore with the rest of the proposed stations being placed in Tracy and beyond. This would help the congestion on 580 much more than having all the new stations located in Livermore. As I've stated before the new station(s) should be placed along 580, so as not to disrupt the neighborhoods and downtown Livermore. It is not fair to ask the residents of those areas to deal with the additional noise, pollution, people and crime. If we wanted public transportation at our door step we would have chosen an area that already provided that. As far as parking being a problem if the new station(s) are placed along 580, this can be fixed by building ample parking for the riders. This will also give BART an additional revenue stream. Please remember the residents want the new stations along 580!!!

Submit: Submit

REMOTE ADDR: 24.5.218.208
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30618)



"Aldo Del Col"
<dadelcol@att.net>
01/07/2010 05:59 PM

To <info@barttolivermore.org>
cc
bcc
Subject Draft EIR

Hi,

I understand that I may receive a CD-ROM of the BART Extension to Livermore. Please send me one.

Send to:

Aldo Del Col
1708 Grove Way
Castro Valley, CA 94546

(510) 888-5967
dadelcol@att.net

Thank you

Aldo



kosta demiris
<kostademiris@yahoo.com>
11/12/2009 10:29 AM

To info@barttolivermore.org
cc
bcc
Subject comments on BART PDEIR

To whom it may concern,

I feel that the Downtown location for a station is the #1 choice for most people from Livermore and the valley. I think that location would be great for livermore, b/c it already has a parking structure to support parking. It would be great for local business as well.

The others are a tough call. I do think Stanley/Isabel Road is a great location too and can support tons of commuters. It has the space for parking and infrastructure...Las Positas College is nearby and there already is a Bart bus stop park/n/ride nearby.

Thank you for your attention to this matter, help us bring BART to Livermore!

Konstantine Demiris
590 Escondido Circle
Livermore, CA 94550



Niki Demiris
<nikidemiris@yahoo.com>
11/12/2009 10:33 AM

To info@bartolivermore.org
cc
bcc
Subject comments on DEIR

To whom it may concern,

I feel that the Downtown location for a station is the #1 choice for most people from Livermore and the valley. I think that location would be great for livermore, b/c it already has a parking structure to support parking. It would be great for local business as well.

The others are a tough call. I do think Stanley/Isabel Road is a great location too and can support tons of commuters. It has the space for parking and infrastructure...Las Positas College is nearby and there already is a Bart bus stop park/n/ride nearby.

Thank you for your attention to this matter, help us bring BART to Livermore!

Niki Demiris
590 Escondido Circle
Livermore, CA 94550



peter Demiris
<peterdemiris@yahoo.com>
11/12/2009 10:30 AM

To info@bartolivermore.org
cc
bcc
Subject comments on Bart to Livermore DEIR

To whom it may concern,

I feel that the Downtown location for a station is the #1 choice for most people from Livermore and the valley. I think that location would be great for livermore, b/c it already has a parking structure to support parking. It would be great for local business as well.

The others are a tough call. I do think Stanley/Isabel Road is a great location too and can support tons of commuters. It has the space for parking and infrastructure...Las Positas College is nearby and there already is a Bart bus stop park/n/ride nearby.

Thank you for your attention to this matter, help us bring BART to Livermore!

Peter Demiris
590 Escondido Circle
Livermore, CA 94550



discodana@aol.com
11/17/2009 02:29 PM

To info@barttolivermore.org
cc
bcc
Subject placement

While I'm happy that Bart will be coming to Livermore and hopefully be extended to Tracy and Modesto so that many of my coworkers will no longer have to commute to Pleasanton any longer , I am disturbed that putting a station anywhere near downtown is even an option. Upon looking at the map you've provided, it would seem that the Isabel 580 station would be the most appropriate location. The access ability to the college would encourage so many more students to take advantage of the opportunity to get an education that currently live in the surrounding areas and may not have access to a car. I've also been told that there are plans to eventually put a mall in at close proximity to that location. My second choice would be Greenville east because it may still encourage participating drivers from Tracy to park and ride to their final destinations. The lab location near Vasco would be a security nightmare and I doubt seriously that the Government would allow it, as well as the fact that most Lab Workers live in the surrounding neighborhoods, such as mine.

While the downtown location would be convenient, it would also interrupt the quiet that has already become so invaded. I moved here in 2001...shortly after the freeway noise began to loudly travel my way during commuter times. The air quality as been impeded by the increasing amount of private and public use of the airport and the extended times to which they are used, as well as the sounds of the planes engines over head while I'm trying to sleep for an early work day. Having BART in a further out location will bring jobs to Livermore by employing more bus personnel plus possibly convince an incoming corporation to lease a where house in the Greenville location that up until now has been sitting empty. As a Fedex Employee I am well aware of the necessity to bring business to our station by luring and building business in the community. Commuting is a huge factor and one that can not be ignored.

Bart in Pleasanton was put in a place where there was business development and apartment housing that existed prior. People who rented these knew there might be noise and could choose to move somewhere else. If you put the station there we can't. We can't sell our homes...we have no money...and yet we're paying taxes so that you can build this extension. Where would you want your BART Station????

Sincerely,
Dana Denardo
Livermore Resident



"Jill Denton"
<jill@jilldenton.com>
01/03/2010 10:59 PM

To <info@barttolivermore.org>
cc
bcc
Subject Stick with the original plan, BART!

I say NO to options with an aerial bridge across Pleasanton.

For 20 years, BART has planned to extend service to Livermore along the I-580 meridian. This remains the most cost-effective plan that provides easy access for drivers from Livermore and San Joaquin Valley. **Stick with the original plan, BART!**

Jill Denton
Pleasanton resident



Ajay Dhillon
 <adhillion@tjay.com>
 12/28/2009 10:26 AM

To info@barttolivermore.org
 cc
 bcc
 Subject PEIR

I am a resident of Pleasanton and often go to Livermore Costco via Isabel and Airline Blvd. I think the best option for the extension is via Portola Ave to Downtown and then to Greenville.. The Isabel station will be good for the commercial area north of the freeway and the Los Positas college. Having a station on Isabel/Stanley would not make any sense plus it will disturb all the plans by City of Pleasanton for El Charro.

Thanks

Ajay Dhillon
 1315 hearst Dr
 Pleasanton Ca 94566



0
 01/21/2010 04:45 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Thursday, January 21, 2010 at 17:45:18

 First_Name: David

Last_Name: Dial

Email: ddial@livermoreperformingarts.org

Message: The downtown Livermore and Vasco alternatives provide the most favorable outcomes while minimizing the impacts of bringing BART to Livermore. Use of the suggested underground approach to Downtown at Portola Avenue would allow for the benefits of following the I580 median for the longest distance. The Downtown station would provide the greatest TOD and continue the City's revitalization of the Downtown core. It would also provide easy access to the artists and patrons of the Livermore Performing Arts Center theaters.

Submit: Submit

 REMOTE_ADDR: 76.245.41.75
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; Trident/4.0; GTB6.3; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; MDDR; InfoPath.2)



Janice Diane
 <ladyjd@comcast.net>
 01/21/2010 05:10 PM

To info@barttolivermore.org
 cc friends@friendsoflivermore.org
 bcc
 Subject BART to Livermore stations

I strongly favor the Downtown - Vasco Road option (via Portola underground). We've put a great deal of time, effort and money into revitalizing our Livermore downtown area; now let's make it easy and convenient for residents and visitors to get there! Also, it will be absolutely essential to have a downtown BART station when our plans for a large 1800-seat theatre are realized. Livermore residents alone will not be enough to support this large an enterprise and we need to make our downtown accessible to other Bay Area residents.

I oppose both freeway intercept stations and all of the "Quarry Routes". The Vasco station would have the ACE connection and potential for Transit Oriented Development (TOD), plus sufficient parking for commuters AND local residents who want to use BART during non-commute hours.

While I realize that an underground downtown station will be more expensive than other options, I consider it a "must do". Livermore citizens have paid extra sales tax for BART for over 40 years. The time has come for us to get the most needed and best possible service from BART, with the least negative impact (e.g. noise, increased traffic). That why I favor the option of the underground down Portola/Junction to a downtown subway station and then proceeding (at grade) to a terminal station at the Vasco Road Ace station.

Respectfully submitted,

Janice Diane
 Livermore resident



0
 11/23/2009 04:09 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Monday, November 23, 2009 at 17:09:22

 First_Name: Susan

Last_Name: Diaz

Email: sdiaz@homeguard.com

Message: I just bought my very first house here in livermore and the ace train runs right behind my house, no way do we want a Bart train running through here at all hours, look what you are going to do to our property value by doing this not to mention the noise and un ruley people it would bring to Livermore, keep it on the freeway and out of our neighborhood!

Submit: Submit

 REMOTE ADDR: 67.152.85.2
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; FunWebProducts; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): PAOLO DICAM VITA Organization/Business: Gi'si's COACHES
 Address: 4520 FAIR AVE City: OAKLAND State: CA Zip: 94609
 Phone: 510 530 4884 Email: _____

COMMENTS / QUESTIONS:

I choose Alignment 1: Greenville East.
 Keeping BART in the 1-580 will reduce neighborhood and noise impacts, and provide future opportunity to extend further over the Altamont Pass.



**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Franciska Diemont Organization/Business: N/A
 Address: 374 Church St City: Livermore State: CA Zip: 94550
 Phone: (925) 449-3623 Email: _____

COMMENTS / QUESTIONS: My background; I currently live 2

blocks from the Transit Center in Livermore. I also formerly lived 1 block from the EL Cerrito BART Station from 1972 to 1986.

I strongly recommend that the Livermore BART station(s) should not be in downtown Livermore because

① Too much traffic and parking issues we currently are experiencing downtown.

② We do not want crime to increase with BART coming into the neighborhoods. I saw that when EL Cerrito Plaza station opened in 1972.

③ Downtown Livermore is really not a viable destination for the rest of the Bay Area. A new 1500 seat theater is not the reason to put in a multiple million dollar BART station.

④ A BART station outside of downtown would be a better use for commuters parking, access to Los Positos Junior College through bus system, for shuttle buses to the wineries, for shuttles to the future Regional theater.

⑤ From experience of BART in EL Cerrito, the noise of the trains, how far or how close you live, is very noisy.





"DOBBINS, MARA
(ATTPBIS)"
<md3761@att.com>
11/06/2009 12:13 PM

To <info@bartolivermore.org>
cc
bcc
Subject Re-Think the BART Extension to Livermore...

I live on El Rancho Drive right here in Livermore. The proposed BART extension program runs right past my home. MY HOME! I disapprove of this path to down town Livermore. Please do not bring BART to downtown Livermore. Run it a long the 580 hwy with a BART station and parking located near by. You do not see BART traveling to down town Pleasanton or Dublin. Why would I stand for a BART train going past my home every 20 minutes with people looking down into the yards...blowing their train horns and causing vagrancy and crime? Isn't our privacy just as important as the residents of Pleasanton or Dublin? Let's take BART through Ruby Hill. This is not my ideal situation. I'd like to know who will compensate me for any equity that is lost of my property as well. I do not think this has been a well thought out program...go back to the drawing board!

Mara Dobbins



0
12/31/2009 04:14 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, December 31, 2009 at 17:14:47

First_Name: chris
Last_Name: duncan
Email: chrisryanduncan@gmail.com

Message: I think the biggest improvement that BART can do is extend service to livermore, especially the greenville line. The environment benefits are great. A huge reduction in traffic on I-580! as a Tracy resident who commutes to San Francisco I know this first hand. 2nd, A huge carbon footprint would be reduced due to the fact that the people from the valley would drive less miles to reach the station. It will bring more money to the local economies of the livermore and the tracy region by making bart more accessible for the manteca/modesto region. It will also clean up the middle section of i-580 which is filled with nothing but dead trees that separate the north and south bound lanes of the freeway. The economic and environmental benefits outweigh if at all anyway negative impacts. Less congestion on the freeway reduces chances of car accidents that occur on the freeway as well as giving commuters a piece of mind to relax knowing the daily commute home will not be the usual horrific scene that starts everyday at 4pm from i680south to north livermore avenue.

Submit: Submit

REMOTE ADDR: 71.158.243.2
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 1.1.4322)



0
11/20/2009 06:55 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
{ } on Friday, November 20, 2009 at 07:55:50

First_Name: Kim
Last_Name: Egbert
Email: Kbegbert@aol.com

Message: Please use common sense. Keep Bart out of local neighborhoods and on the freeway where it belongs. I haven't supported Bart all these years in order to have it & all it's congestion in my backyard!

verifytext: SVWL
Submit: Submit

REMOTE ADDR: 207.200.116.135
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.1; AOLBuild 4334.5006; Windows NT 5.1; Trident/4.0; FunWebProducts; Comcast Install 1.0; GTB6; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/11/2010 05:49 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Monday, January 11, 2010 at 18:49:12

First_Name: suzanne
Last_Name: eggers
Email: eggerstwo@yahoo.com

Message: Both my husband, David, and I feel very strongly that Bart should go down the I-580 medium to either Vacco or Greenville Rd. Cost of course is a big issue, but aside from that it makes no sense for Bart to go into downtown Livermore--they could have a shuttle from Bart to downtown. I'm very surprised they would waste time with these other options.

Thank you,
Suzanne & David Eggers
Submit: Submit

REMOTE ADDR: 71.202.166.197
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/06/2010 06:42 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 6, 2010 at 19:42:44

First_Name: Dennis
Last_Name: Elchesen
Email: dennis_elchesen@comcast.net

Message: I've lived in Livermore since 1969. Over the last few months, I've read everything that I could find in the newspapers and on-line regarding the BART to Livermore proposals. While I appreciate the potential benefits of a downtown BART station in Livermore, I feel that any future BART stations should be located along the highway 580 route.

if only one Livermore BART station can be built, then I think it should be on highway 580, near Greenville Rd.. That location would enable many of the thousands of drivers who commute from the Central Valley each work day to park their cars and get onto the BART trains. The next most useful BART station would be at the soon-to-be-constructed 580/Isabel interchange. That location would be useful to students at Las Positas and to commuters who are headed south to Silicon Valley and San Jose.

Personally, I would use either of those two 580 highway BART stations to travel to Oakland or San Francisco. I would be much less likely to use a downtown Livermore BART station because I would be concerned about finding a parking space.

I also support BART stations along highway 580 because they would be much less expensive to build than a downtown Livermore station.

Submit: Submit

REMOTE_ADDR: 24.4.16.155
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_6_2; en-us)
AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
01/17/2010 11:51 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, January 17, 2010 at 12:51:53

First_Name: Dennis
Last_Name: Elchesen
Email: dennis_elchesen@comcast.net

Message: I'm 64 years old and I've lived in Livermore since 1969. If only one Livermore BART station can be built, then I favor Alignment 1 (Greenville East). If two Livermore BART stations can be built, then I favor Alignment 1 (Greenville East) and Alignment 4 (Isabel I-580).

To me, the main reason to bring BART to Livermore is to get cars off of I-580 during commute hours. Stations along I-580 would accomplish that the best. Stations along I-580 would also be much less expensive to construct than the alternatives.

I'm opposed to any BART route that would pass through the Chain of Lakes area for both environmental and aesthetic reasons. I'm opposed to bringing BART to downtown Livermore because that route would be very disruptive to residents who live in the nearby residential neighborhoods. I'm also opposed to a downtown station because of the adverse effects on traffic and parking.

Having a shuttle service between the I-580 BART stations and downtown Livermore during special events would be useful.

Submit: Submit

REMOTE_ADDR: 24.4.16.155
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_6_2; en-us)
AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
11/06/2009 12:48 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 6, 2009 at 13:48:09

First_Name: Kristen
Last_Name: Emery
Email: kristen_emory@yahoo.com

Message: My name is Kristen Emery. I am a home owner and resident of Livermore. I realize you are looking for environmental impacts with this survey. However, I would like you think of something else as well. I am very concerned (and against) BART going into Livermore...specifically the people it brings into the area/town. I will give you an example. I can drive down Owens in Pleasanton and see homeless people. This never happened prior to Bart going in. In addition, my company (which is located next to Bart) has had to increase security due to the fact they found homeless people wondering the halls as well as had people breaking into cars. If this "must" go into Livermore please keep it on the freeway. Please do not bring this into town.

Kristen Emery

verifytext: ULPO
Submit: Submit

REMOTE_ADDR: 148.87.1.172
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; InfoPath.1; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648)



0
11/20/2009 01:37 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 20, 2009 at 14:37:54

First_Name: Patrick
Last_Name: Emmert
Email: qopus1988@yahoo.com

Message: This project is an obscene waste of money that neither BART nor the Bay Area can afford.

Proposing \$4 BILLION dollar extensions to a city of 75 thousand is the definition of insane, and apparently the people of Livermore don't even want it to go through town - but up on the freeway median which makes the project even more of a costly waste.

The fact that BART doesn't even have the money to maintain the system that it currently has and is short on finding money to finish the questionable San Jose extension makes this entire exercise a complete joke.

If BART wants to build something like a DMU eBART commuter rail type system that MIGHT make some sense, but this project is a worse than complete waste of money, time and resources.

I will vote against my BART board member who supports this project and will actively work to make sure this project gets canceled.

Submit: Submit

REMOTE_ADDR: 128.107.239.233
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.0.14) Gecko/2009082707 Firefox/3.0.14



0
01/19/2010 07:16 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Tuesday, January 19, 2010 at 20:16:57

First_Name: Beth
Last_Name: Erbert
Email: betherbert@sbcglobal.net

Message: I like the idea of the BART station being on Vasco along with the ACE train, however, I would like parking preference for Livermore drivers. It would be a shame if the parking lots all fill up with early morning commuters from out of town and the Livermore residents still would need to drive to Pleasanton to take BART.

Submit: Submit

REMOTE_ADDR: 69.236.90.211
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322; eMusic DLM/4; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; yie8)



G Farmer
<generalito@sbcglobal.net>
01/08/2010 08:35 PM

To info@barttolivermore.org
cc
bcc
Subject BART to Livermore Program EIR

info@barttolivermore.org

I would like to see the I-580 to Greenville Road plan used with ample parking for commuters.

G. Farmer
Pleasanton



margaret fazio
<mamafaz@sbcglobal.net>
12/07/2009 08:39 PM

To info@bartolivermore.org
cc
bcc
Subject Comment on the EIR

BART Planning Department
Attn: Malcolm Quint

RE: BART extension to Livermore

Won't be able to attend the meetings, so wanted to let you know that I am in favor of keeping BART on 580 and not in downtown Livermore.

Thanks for allowing me an option to participate.
Margaret Fazio
454 Dover Way
Livermore, CA 94551

Kenneth A.
Duron/LMA/Oak/BART
12/29/2009 08:23 AM

To bobferro@sbcglobal.net
cc
bcc Malcolm Quint/MSQ/Oak/BART
Subject Re: Livermore route ☐

Mr. Ferro,

Thank you for your email. Your message will be shared with the Board of Directors as requested. A copy will be provided to our Program Manager for the proposed Livermore Extension.

Thank you for your interest.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov
bobferro@sbcglobal.net



bobferro@sbcglobal.net
12/28/2009 03:28 PM
Please respond to
bobferro@sbcglobal.net

To boardofdirectors@BART.gov
cc
Subject livermore route

As a 41 year resident of livermore and the Valley, I encourage you to keep the proposed extension route on I 580 and NOT route it through the city. Thank you
Bob Ferro 925 455 8414



"Fischer, Raymond ACMC"
 <rfischer@acmedctr.org>
 12/29/2009 08:07 AM

To <info@barttolivermore.org>
 cc
 bcc
 Subject Livermore BART EXtension

As a homeowner along the proposed route along Los Positas Rd and Mines Road, I would definitely oppose that route due to noise. The airport noise is already sufficient without adding BART train noises.

I would prefer the El Charro route since it already follows the existing railroad right-a-way through downtown Livermore.

This route make the most sense for the further infrastructure build out of downtown Livermore and provides the most convenient service to the residents of Livermore.

The Portola Ave route disturbs too many residents. Also Portola Ave was just recently widen to four lanes from two lanes near I580. Why destroy a roadway that is only a couple years old.

Raymond M. Fischer
 Sr. Financial Analyst
 Financial Planning and Analysis
 QIC 22104
 TEL 510-535-7469
 FAX 510-535-7542



Jim Folta <folta1@ltnl.gov>
 01/12/2010 05:52 PM

To info@barttolivermore.org
 cc pegsemail@gmail.com, efolta@comcast.net, hfolta@gmail.com
 bcc
 Subject My Preference on BART to Livermore

Dear BART planners:

James and Peggy Folta prefer the option where BART has 2 stops:
 1) One in downtown Livermore to enable "no-car" patronage of the existing and future performing arts theatres, and the rest of the downtown. Running part of the line underground seems like a wonderful idea to mitigate impact.

2) A second stop on I-580 in the eastern part of the valley to serve central valley commuters. Getting commuters off the freeway east of Vasco seems like a good idea since Vasco is used by Brentwood commuters.

Our philosophy is to "do it right the first time", even if that means waiting a few more years for the funding to be put in place to build a quality system.

Sincerely,
 James and Peggy Folta
 2201 Sevillano Ct.
 Livermore, CA 94550



Jim Folta <folta1@lhl.gov>
01/19/2010 03:31 PM

To info@bartolivermore.org
cc pegsemail@gmail.com
bcc
Subject BART to Livermore input

Dear BART planners:

James and Peggy Folta prefer the following option for the BART to Livermore design:

We support a hybrid route going underground from the freeway down Portola and Junction Avenues to a subway station downtown and then proceeding on the surface in the Union Pacific right of way to the ACE station at Vasco Road. This would eliminate the problems and concerns connected with the "Quarry Routes", which we oppose. It would also eliminate a rail yard next to the historic Trevano Road district. The Vasco station has TOD potential, ACE connection and would fill the freeway intercept function without being on the freeway. It would also give more opportunity for local residents to park there.

Our philosophy is to "do it right the first time", even if that means waiting a few more years for the funding to be put in place to build a quality system.

Sincerely,
James and Peggy Folta
2201 Sevilliano Ct.
Livermore, CA 94550



James/MewLing Fong
<jmlfong@hotmail.com>
12/08/2009 01:38 AM

To <info@bartolivermore.org>
cc
bcc
Subject homeowner comment.....

Dec 8

Public transportation should be linked and convenient to other transit systems. BART should dis-incent private vehicle use and encourage access to commerce & businesses.

I recommend routes: 1A, or 1B, or 2 A.

Thank you,
James Fong
Pleasanton, CA 94588

Chat with Messenger straight from your Hotmail inbox. [Check it out](#)



"Anne Fox"
 <anne_fox@comcast.net>
 01/21/2010 03:39 PM

To <info@barttolivermore.org>
 cc <BobBaltzer@comcast.net>, <odd@cl.livermore.ca.us>
 bcc
 Subject Fw: BART comments - BART to Livermore

Dear Mr. Quint,

I am a Pleasanton resident, and have sent this letter regarding the support of BART through Staples Ranch to downtown Livermore via your www.barttolivermore.org website in response to the DEIR request for comments. I am ccing this to Friends of Livermore as well as Livermore's Community Development Director Marc Roberts.

I just wanted to make sure in case the letter did not get through, that you had a copy of it.

Note that in a previous city council prior to the departure of Pleasanton's Planning Director Brian Swift, the idea of transit in some form (rail or BART) down El Charro had been discussed as well as a transit hub in East Pleasanton somewhere up and down El Charro Road. This was in a discussion involving BART routes and a DMU rail option. Note former mayor Tom Pico's comments below "He suggested that using the El Charro route is probably politically and technically feasible" in an article from the Independent. I was at that Pleasanton city council meeting and I assure you that BART representatives were there.

I do not know why Pleasanton seems to have had a sudden case of "amnesia" about these discussions. Pleasanton was not blindsided as discussed in the press --- these discussions occurred in the 2003 timeframe.

Thanks
 Anne Fox

----- Original Message -----

From: [Anne Fox](mailto:anne_fox@comcast.net)
 To: [Pugh, Richard](mailto:pugh_richard@cityofpleasanton.com)
 Cc: [Brian Arkin](mailto:brian.arkin@cityofpleasanton.com)
 Sent: Thursday, January 21, 2010 2:29 PM
 Subject: BART comments

fyi---I sent this in through the www.barttolivermore.org site.

Hello,

My name is Anne Fox and I am a Pleasanton resident. I support the BART alignments that turn south at El Charro and go through the Chain of Lakes to downtown Livermore and then turn back toward I-580 toward its eventual terminus toward Greenville Rd and/or Vasco Rd.

I used to be on the Pleasanton Planning Commission and I can assure you (see articles below) that Pleasanton has always supported transit down El Charro Road. See the articles below. That is until it decided to develop Staples Ranch.

Pleasanton has recently 'planned' (though I used that term loosely) an ill-conceived project for senior housing in Staples Ranch under the flight path of the take off pattern of Livermore Airport as well as an auto dealer. The noise in that area makes it not suitable for residential housing, because it is just outside the APA (Airport Protection Area).

Pleasanton, not to my surprise, is trying to influence where Livermore places its own BART stations. Livermore should decide where it chooses to place its own BART stations. After all, the city of Hayward did not attempt to influence where Pleasanton had its BART stations.

Regarding proposed BART stations around I-580, Livermore has time and time again defeated housing proposals for decades in the area north of I-580 around the eventual connection to Isabel. This land, owned by the Lin land development conglomerate and Weyerhaeuser, should never be developed for housing. Livermore and the residents of Alameda County, through Measure D, have determined that this land should remain free from residential urban sprawl. The recent attempts by Shea/Lin and then Pardee to develop this land have failed.

It would be ill-advised for BART to attempt to place a BART station or housing within that highly contested area adjacent to Lin/Weyerhaeuser. Proposed housing in North Livermore is outside the UGB and it will never succeed in getting developed. I would suggest that you discuss this with Marc Roberts, Community Development director of the City of Livermore as he would probably concur with that assessment.

Ideally, the outlying BART stations should meet up with an ACE station so that there can be close to direct connectivity between those two systems.

I appreciate you taking the time to read this letter.

If you have any questions, please email me at anne_fox@comcast.net

Thank you,

Anne Fox

Pleasanton CA

(articles are attached below)

Pleasanton weighs in on BART rail alternatives

Published Thursday, August 14, 2003, in the Livermore Independent

Pleasanton OK with El Charro for Transit

There will be no transit trains traveling through current residential areas of Pleasanton if the city council has anything to say about it.

The council voted 4 to 1 to remove a proposal that would have provided for light rail service through current Pleasanton neighborhoods to the Hacienda Business Park and the BART station.

The council then voted 4 to 1 to study other options, including extending transit along El Charro. The council also supported looking at every option for transit up and down the I-680 corridor.

There was unanimous support on the part of the council to study BART extending down the I-580 median. The council added a request to study a connection to ACE and any other intermodal transit at Greenville.

Kay Ayala supported only full BART to Livermore. She suggested that the I-580 Transit Committee needs to go back to the drawing board and bring in something more realistic than it is proposing now.

The council considered four options that the BART/I-580 Corridor Transit Committee is proposing to include in environmental studies. Three of the options include rail service that begins in Tracy, goes through Livermore then down Stanley Blvd. In Pleasanton routes include one through the city and another along El Charro Road. Both of these options then use the Iron Horse Trail to go north to Walnut Creek. A third proposal would take the train along El Charro then use Dougherty Road to travel north. The fourth option would be full BART down the I-580 median to Greenville Road in Livermore.

In addition to BART technology, the study would look at light rail and a DMU (diesel multiple unit).

Matt Campbell wanted to study all of the options. "Just because we study something, doesn't mean it would go forward. This is a political decision we're making." Campbell said the study would provide economic information, as well as any opposition to the proposal. The information could add weight to Pleasanton's opposition to trains traveling through Pleasanton.

Councilmember Steve Brozosky said he hates to see money spent looking at something that is not going to happen, such as bringing the trains through Pleasanton.

Jennifer Hosterman supported looking at a complete list of transit options, then using the information to focus on the best option, "if there is one." She did not want to narrow the scope of the study. However, she added, if studying transit through Pleasanton makes people fearful, "let's shelve it."

Mayor Tom Pico offered the view that the route through Pleasanton is not "realistic. We should send a clear signal that we don't want the train going through Pleasanton." He said that he did not think use of the Iron Horse Trail would be acceptable to residents. "Politically, any proposal to bring rail transit through residential neighborhoods is probably dead on arrival in Pleasanton." He suggested that using the El Charro route is probably politically and technically feasible.

There is a need to study options for the future, added Pico. We need to provide alternative ways for people to get in and out of Pleasanton, to places where people work. ACE has major limitations, because it shares tracks with freight traffic. The freight traffic is expanding.

Jeff Knowles, city traffic engineer, said the city staff is primarily

concerned about the pricetag. He offered the opinion that proceeding with any of the transit projects as proposed could take funds away from other transportation projects for decades. Projects of interest to Pleasanton, he said, are the widening of highway 84 and completion of a flyover from 580 to 680, both of which have greater benefit for Pleasanton.

Knowles suggested that using bus service to connect ACE and BART would cost less. ACE takes care of commuters traveling from the Central Valley to San Jose. This option is not included in the study.

Ayala said it didn't matter which option was selected. The roads would still be congested.

Knowles said that on-ramp metering instituted recently by Pleasanton has done a lot more to reduce congestion than the rail transit project would in its lifetime. Knowles declared, "It's transit expansion. I'm looking for congestion relief. No matter how much traffic the transit project takes off the road, there is residual traffic that will replace it. There is not enough capacity per hour for passengers in transit to make a substantial difference in congestion."

Pico commented, "It's not all doom and gloom." He pointed out that funds earmarked for transit are not highway funds, therefore a transit project would not take money from an 84 project. "Any money is a long way in the future." Pico said that the study committee originally supported BART down the I-580 median to Livermore. That is very expensive. In addition, BART policy no longer supports the use of medians. "The reality is we won't see a real BART connection to Livermore for a long, long time."

Pico noted that the ACE train doesn't go where we want to move people. Commuters won't ride ACE and take a bus to Hacienda or BART now. "The study is looking at ways to get people in transit and get them as close to their destinations as possible."

During the public hearing, Vaughn Wolfe suggested that the focus of the study should be on ACE expansion, including the use of buses to connect ACE and BART. The expansion could be done incrementally.

Several Pleasanton residents objected to having the trains go through their neighborhoods. Christopher Scarborough joked that the only member of his family who would like to see the train is his two-year-old son.

Ann Fox opposed any use of the Iron Horse Trail. She believed that a hybrid could include El Charro, north underground through Dublin to Dougherty Road. Trees could be planted along El Charro to buffer area residents from the trains.

Val Manneti of BART said the study would provide a range of feasible alternatives. The use of buses would be one of them.

Pleasanton eyes future eastside rail transit hub

Published Thursday, July 3, 2003, in the Livermore Independent

Pleasanton to Consider Eastside Transit Center

As part of the general plan update process, Pleasanton will be looking at a transit center on its eastside.

City Planning Director Brian Swift discussed the potential for the center during a city council workshop on the Bernal property.

Councilmember Kay Ayala wanted to remove an ACE station from the potential list of uses on the Bernal land belonging to the city.

Swift told the council that one option would be a site on the Kaiser land on the eastside. "There would be an opportunity to do some sort of transit oriented development (TOD) with high density housing and offices," said Swift. He pointed out that TOD would not be possible on the Bernal land.

Swift said the eastside had been considered earlier as a potential ACE station. However, it was rejected because of lack of access from I-680. The addition of the flyover at the 680/580 intersection and the extension of El Charro will make it easier to reach the location.

The location is also being considered by BART as a potential route for a diesel multiple unit (DMU). Swift noted that would bring together BART, the DMU and ACE at one location.

Ayala said she is very interested in an eastside station.

Councilmember Steve Brozosky echoed that view, adding that it would be nice to have a transit center.



"Gary"
<Gary@cutterlumber.com>
11/18/2009 08:11 AM

To <info@barttolivermore.org>
cc
bcc
Subject Livermore Extension

Good morning. I received your flyer regarding the extension for BART to Livermore yesterday. I have lived here for over 30 years & have been taxes for this extension, it seems for just as long.

The most logical location for this station would be the Isabel / I-580 location. The reasons are the following. The State is in the midst of widening Isabel (Hwy. 84) & will be building a Freeway Off Ramp at this location. With that said you will have Hwy. 580 & Hwy. 84 junction at this location. As well there will be easy access off the Freeway. The other locations would burden the downtown with heavier traffic & would have an adverse effect.

Gary Franklin
Phone: 925-443-5959
Fax: 925-443-0648
gary@cutterlumber.com
www.cutterlumber.com



0
12/29/2009 12:04 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Tuesday, December 29, 2009 at 13:04:12

First_Name: Gary
Last_Name: Franklin
Email: gary@cutterlumber.com

Message: I have lived in Livermore for over 30 years, & it seems that I have been paying taxes for this system that long as well. In reviewing the locations that are being considered for the new extension, I feel that the ISABEL / I-580 Station would be a excellent location.

Both for the folks in Livermore, but also for commuters coming out of the central valley. With the highway work being done on Isabel, this also offers a direct shot to that location as well.

By having it along the Hwy. 580, you wouldnt have the noise issue to deal with as you would in the other locations being considered.

I look forward to finally having BART in our city.

Submit: Submit

REMOTE_ADDR: 68.167.139.242
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3; .NET CLR 1.1.4322; MS-RTC LM 8)



Kent Franklin
<frankinkb@comcast.net>
11/18/2009 09:39 PM

To info@barttolivermore.org
cc
bcc
Subject comment on today's meeting in Livermore

Mr. Quint,

I enjoyed listening to you and the consultant today. I would like to reemphasise my position by asking that when BART is extended to Livermore, that it be ran parallel to i580 and there be two stations. As a citizen of Livermore, how can I help? Today, I spoke briefly about my position. One item I asked for was the maintenance yard be eliminated and for BART to look at extending the other maintenance stations in Hayward and Richmond.

I plan on being at the meeting on 12-2-09. I'll try and introduce myself.

Regards, Kent



Fred Fritsch
 <fritschf@earthlink.net>
 01/18/2010 05:11 PM

To info@barttolivermore.org
 cc friends@friendsoflivermore.org, Dick Ryon
 <dickryon@comcast.net>, "naf >> Nancy Fritsch"
 <fritschn@earthlink.net>
 bcc
 Subject BART to Livermore

Dear BART Planning Department:

I would like to go on record as favoring the hybrid route supported by Friends of Livermore. Namely, underground from the freeway via Portola and Junction Avenues to a subway station downtown, then on the surface via the Union Pacific right of way to the ACD station at Vasco Road. This would provide ample opportunity for local residents to park, and the latter station would serve commuters from outside our valley.

My wife and I have been discouraged from utilizing the existing Pleasanton/Dublin station because (at least in the past) parking is a serious issue. A downtown Livermore station would make it much more likely that we would ride BART to San Francisco.

--
 Fred Fritsch
 1381 Darwin Avenue
 Livermore, CA 94550
 fritschf@earthlink.net



Heather Fuchslin
 <heather-albert@sbcglobal.net>
 01/13/2010 11:18 AM

To info@barttolivermore.org
 cc
 bcc
 Subject Comments

We are in favor of keeping Bart along the 580 freeway with an Isabel/I580 Station and a Greenville East Station. It's a straight shot from Pleasanton that way. We definitely do not want an Isabel/Stanley Station as Stanley Blvd. is already a crowded mess at commuter times. We feel a station there would compound the traffic problem that already exists. Railroad Avenue also has a lot of traffic.

Heather & Albert Fuchslin
 694 Sonoma Court
 Livermore, CA 94550



0
11/23/2009 12:24 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Monday, November 23, 2009 at 01:24:56

First_Name: Luis

Last_Name: Fuentes

Email: fuentesl01@comcast.net

Message: As a resident of Livermore I would like to voice my personal
recommendation on routing the extension of BART into Livermore.

1. I would like to see BART extended from the Dublin/Pleasanton Station, continue east in the 580 freeway median to just before the Portola crossover currently being constructed. Bart then dips underground under the freeway, heading SE under Portola Ave Subway style to an underground BART Station at the ACE/Bus Transit Center Area in Downtown Livermore. The line then continues West and comes out from underground on the UPRR ROW near the 1st St./UPRR overpass and continues At-Grade West to it's final Station at Vasco/Brisa were the possibility could be left for a future HSR ACE Intermodal/transfer station can be achieved. Both Downtown Livermore and Vasco/Brisa will have the potential for TOD, Downtown Livermore will cater to pedestrian/bike/bus passengers with all of Downtowns current walkability serving it's residents and Vasco/Brisa serving new TOD housing development with a multiple story parking structure for freeway congestion relief for commuters on 580 with the option!

of taking it down and building high-density-housing at it's location in the future when the station is not auto dependent.

2. Livermore will have to slightly modify Vasco and 580 Interchange making a smoother off ramp for SB Vasco to access the station. Commuters in Brentwood can also directly access the station without entering the already congested 580 WB and it would be a straightshot on Vasco Rd. directly to BART eliminated that significant portion of 580 freeway traffic.

3. In an unrelated to Bart Project, the ACE train improvement project could use the BART Vasco/Brisa as a transfer station (mentioned above) as well as use the old SP ROW (WB) just north of Brisa St., connect with the BART station at downtown Aerial or At Grade option. Passengers could depart the ACE train at downtown from an aerial/At grade station and take an escalator straight down underground to the Subway BART station. In Short, Downtown Bart Station (Subway style) will serve TOD housing and existing downtown with ACE intermodal station, Vasco/Brisa will serve new TOD housing development as well as relief for 580 traffic.

NOTE* I understand your hands are tied when it comes to the ACE corridor project but it's just my overall vision, for your understanding.

Bart can mitigate tunneling through Portola by continuing on the 580 median and not doing the aerial over El Charro then having to grade separate on the UPRR ROW across Livermore. This option will also mitigate the Portola tunnel

because after surfacing around East of the Bus Transit station around the 1st St./UPRR overpass there are no more crossing streets EB to Vasco/Brisa and require no grade seperations and using ample UPRR ROW to Vasco/Brisa.

This alternative route will minimize opposition to noise by not crossing Livermore through the middle at grade or through aerial.

Thank you for your time!
Livermore Resident

Submit: Submit

REMOTE_ADDR: 24.5.219.212
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; WOW64; Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.21022; .NET CLR 3.5.30729; .NET CLR 3.0.30618)



0
11/30/2009 10:23 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Monday, November 30, 2009 at 23:23:35

First_Name: Luis
Last_Name: Fuentes
Email: fuentes101@comcast.net

Message: I think that Alternative 3 (Downtown Subway Station) and adding the Vasco station to that is superior to all of them, even though it's not an actual packaged alternative. It would also be a bit more expensive but worth it. If we do this we need to do it right.

1. It has the most potential with two (2) TOD capable stations.
2. Avoids the Staples Development that's being proposed by the City Of Pleasanton at El Charro & the conflict that comes with it.
3. Avoids the noise complaints (Nimby's) from at grade on UPRR ROW alignment, except the small stretch east of the 1st St. overpass.
4. The costs of tunneling to downtown are mitigated by continuing on I-580 to Portola where the tunnel section begins and not having to build an aerial above El Charro and also above a small section downtown where UPRR ROW is small. The tunnel is also mitigated by emerging right onto the UPRR ROW and continuing on to Vasco Station without any further road grade seperations.
5. Vasco is a short drive to the station for Central Valley commuters, Brentwood residents have a straight-shot accross I-580 on Vasco to the Station.
6. Almost direct connection to LLNL Lab (A Lab shuttle bus would do the trick).
7. An ACE Train intermodal transfer for both stations.
8. The Maintenance Yard shown in Alt. 3 can still be built with trains that are out of service at Vasco (after unloading passengers) either remain "Out of Service" and head back to the the Maintenance Yard or stay put, doors open and ready to head back to SF, in service until the time to depart

verifytext: IROY
Submit: Submit

REMOTE_ADDR: 24.5.219.212
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; WOW64; Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR



0
01/20/2010 07:41 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 08:41:10

First_Name: Donna
Last_Name: Funk
Email: vikingmom@comcast.net

Message: In my home of 3 adults, we are in favor of extending the Bart down the I-580 highway that is already in place. We think it is probably the most cost effective way to start the process of extending the Bart to Livermore. When the economy is better there could be offshoots added.

There could be buses to connect Bart riders to Amtrak or other train riders as well.

Submit: Submit

REMOTE_ADDR: 24.5.234.102
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7

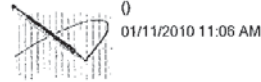
**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Gretchen Gallegos Organization/Business: _____
Address: 2540 Wilde Ave City: Pleasanton State: CA Zip: 94588
Phone: _____ Email: _____

COMMENTS / QUESTIONS:

I think alternative No #1 is the best alternative.
It would relieve congestion on 580 and would
allow a smoother commute. It would be the best overall
solution for the community.



To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, January 11, 2010 at 12:06:20

First_Name: George
Last_Name: Garbarino
Email: maxgarbz@comcast.net

Message: As a 28 year resident of Pleasanton, I am opposed to any BART alternative that cuts through any part of Pleasanton to offer access for Livermore. Alternative One, that aligns with the freeway is the best option. There are so many traffic barriers in Pleasanton now, with the Fairgrounds, the arroyo that the cut through traffic is already at a high level of service. I feel that the other BART alternatives will only add additional traffic, noise, and eyesores to our historic city.

Submit: Submit

REMOTE ADDR: 67.174.216.183
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X 10_5_8; en-us)
AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
01/11/2010 10:56 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, January 11, 2010 at 11:56:20

First_Name: Linda
Last_Name: Garbarino
Email: bearfoot.contessa@comcast.net

Message:
As a long time resident of Pleasanton, we are opposed to any BART alternative that cuts through any part of Pleasanton to offer access for Livermore. Alternative 1 that aligns with the freeway is the better option. There are so many traffic barriers in Pleasanton now, with the Fairgrounds, the arroyo that the cut through traffic is already at a high level of service. We do not need any additional reason for BART infrastructure and attending additional traffic, noise, and eyesore other alternatives will cause.

Submit: Submit

REMOTE ADDR: 67.174.216.183
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X 10_5_8; en-us) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
11/16/2009 09:19 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, November 16, 2009 at 22:19:10

First_Name: Doug
Last_Name: Garcia
Email: djgarcia2@comcast.net

Message: At this stage, I support Alternative 1, the Greenville East proposal. Alternatively, I support the Alternative 3, Portola proposal...only, if it extended along one of the other lines to the proposed Greenville station.

Submit: Submit

REMOTE ADDR: 24.5.204.41
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; Comcast Install 1.0; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; MS-RTC LM 8)



0
12/07/2009 02:35 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Monday, December 7, 2009 at 15:35:41

First_Name: julie
Last_Name: **garcia**
Email: jcg211@gmail.com

Message: Due to a heavy workschedule i am unable to attend the evening workshops. I feel strongly that bart should be placed along the 580 freeway at Isabel and Greenville. I do not want BART downtown it is already too congested. I would like to see some transit center businesses and housing if possible at Isabel and Greenville, and large parking structures although unsightly, this will get cars off the freeway, if possible underground parking. Is it possible to charge a premium parking costs to those outside of Alameda County i.e., the Tracy and other folks who have not paid the .5cent sales tax the last 40 years, i would like to see a discount on parking to livermore and alameda county residents, and increased rate for the San Joaquin and outside county folks, it is only fair. I would also recommend that youth somehow be involved in part of the design or decor of the stations-Consider some form of health track around the station to promote walking, biking, physical acti!
Vity, youth/family centered. Healthy foods only at the station or transit center. Perhaps a section devoted nearby to a community garden. Is it possible to partner with kaiser for a small community health clinic for families nearby? Can't wait for BART!! So excited. Keep BART on 580, please. Warm regards.

Submit: Submit

REMOTE ADDR: 166.107.155.229
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; GTB6.3; InfoPath.1; .NET CLR 1.1.4322)



0
01/16/2010 12:15 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
{ } on Saturday, January 16, 2010 at 13:15:37

First_Name: sharon
Last_Name: garcia
Email: sharon.garcial@comcast.net

Message: I am in favor of a Bart extension to Livermore that utilizes a underground Portola/Junction to a downtown subway station and then proceeds at surface utilizing the Union Pacific right of way to the Ace station at Vasco Road. The downtown Livermore/Vasco Station would enable the local folks to take Bart and leave the autos ,if they have one and not all of us do, home.

verifytext: VRJK

Submit: Submit

REMOTE ADDR: 67.180.55.55
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_6_2; en-us) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
11/16/2009 05:15 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, November 16, 2009 at 18:15:18

First_Name: D.
Last_Name: GARNHART
Email: davepam@pacbell.net

Message: I THINK THE BEST PATH IS THE 580 CORRIDOR W/ THE 2 STATIONS. AFTER ALL THE ACE TRAIN ALREADY RUNS THE DOWNTOWN ROUTE... NO NEED FOR 2 SETS OF TRACKS IN THE DOWNTOWN AREA. THE GREENVILLE SITE BRINGS ALL THREE TOGETHER....

Submit: Submit

REMOTE ADDR: 99.73.160.216
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; GTB6; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30729; yie8)



0
12/11/2009 11:59 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, December 11, 2009 at 12:59:00

First_Name: Paul
Last_Name: Gerdes
Email: pablogerd@sbcglobal.net

Message: Please No Downtown Bart Station. Many reasons 1. Its cost prohibitive, especially if they build the station underground. Above ground will increase the noise level in an already crowded area and we already have a parking problem here too. 2. Why deviate off the main route 580 when future Bart Plans will want to make the loop to connect to the Brentwood , Antioch area.and someday it will go go over the Altamont pass to Tracy. It make know logical sense to come to the down town area. To many extra problems and \$\$\$\$'s spent. 4. If Bart is allowed into Livermore downtown. This will set a precedents for other cities to follow. Does Bart need to kowtow to the special interests of a few city groups and or planners? Just stay on 580 and give us our freeway Bart station. Its been to long in coming.

Thank You
Paul Gerdes
Livermore California
Submit: Submit

REMOTE ADDR: 68.127.107.179
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5



0
12/11/2009 12:26 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
{ } on Friday, December 11, 2009 at 13:26:39

First_Name: Paul

Last_Name: Gerdes

Email: pablogerd@sbcglobal.net

Message: Alternative 1, Greenville East is a good choice. Thank You

verifytext: dwke

Submit: Submit

REMOTE_ADDR: 68.127.107.179
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.5)
Gecko/20091102 Firefox/3.5.5



"George Getgen"
<georgegetgen@comcast.net
>
11/27/2009 08:42 PM

To <info@barttolivermore.org>
cc
bcc
Subject BART Livermore EIR Response

Mr. Malcolm Quint:

I commend you and BART for a thorough and in-depth EIR effort. The major comment/concern I have is that the BART to Livermore extension is unique in one key aspect, and that is you are proposing to extend a great mass transit system to edge of one region; and effectively touching another region (a region who has not paid a dime for this system). On the good news from a BART business perspective, I would expect the San Joaquin Valley commuters to embrace the opportunity to ride BART. When I get on the freeway at 6am (to go to BART in Pleasanton) at 580 and N. Livermore - it is bumper to bumper traffic. These cars are not coming from Livermore!

I feel strongly that the last station (to the East) should not be off the freeway; and specifically the last station should not be a downtown Livermore BART station. If the downtown Livermore BART station was the end of the line, city streets of Livermore will be heavily impacted by San Joaquin Valley commuters getting off the freeway to the BART station. A perfect scenario would be one that forced San Joaquin Valley commuters onto the ACE train (and/or buses) in order to catch BART. The next best thing would be to have a station in the vicinity of Greenville/580; and if legally possible, restrict parking permits in Livermore BART stations to Alameda County residents who have been paying for this system (especially a downtown station) - or perhaps use a combination.

Given my input above, I support a downtown Livermore BART station. Knowing economics would probably not allow three stations; I would suggest a downtown station, with a second station at either Vasco ACE station; or at Greenville/580 ACE station - again with an ideal solution forcing San Joaquin Valley commuters to use ACE trains and/or buses to use BART (a Vasco ACE station has the major benefit of serving the areas biggest employer, LLNL). If this station scenario is utilized, I would also suggest that plans be made so that a third station could be coordinated into the design (to minimize future cost/implementation) near your planned Isabel/580 (or Isabel/Stanley) locations. My preferred alignment would be to come across the quarries between Pleasanton and Livermore.

George Getgen
2431 Harewood Drive
Livermore, CA 94551



0
01/21/2010 02:57 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 15:57:24

First_Name: Charles
Last_Name: Gibson
Email: gibson31@l1n1.gov

Message: I believe that the best route for BART to Livermore is Alternate #3, Portola. Since I live in Pleasanton and work in Livermore, I am very familiar with the transportation, community and environmental issues in this area. Alternate #3 best addresses my concerns:
1) The Chain of Lakes area between Pleasanton and Livermore is not impacted,
2) A station in downtown Livermore strengthens the community and ties to the ACE train,
3) The underground tracks and station in Livermore minimizes noise impacts to Livermore residents,
4) The Isabel station serves commuters from the central valley and reduces freeway traffic to the west.

Submit: Submit

REMOTE ADDR: 128.115.27.10
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; InfoPath.2; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



Robin Giffin
<rgiffin@ci.pleasanton.ca.us>
01/06/2010 07:20 AM

To "info@barttolivermore.org" <info@barttolivermore.org>
cc
bcc
Subject Bart to Livermore

Dear Mr. Malcolm Quint:

I would like to be added to the meeting notification lists for all hearings and meetings related to the BART to Livermore EIR. My contact information is below:

Robin Giffin
Associate Planner
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

E-mail: rgiffin@ci.pleasanton.ca.us

Thank you!

Robin Giffin



GMTALK
 <metroidzm@gmail.com>
 11/05/2009 01:34 PM

To info@barttolivermore.org
 cc
 bcc
 Subject BART to Livermore

Sincerely Anonymous

I am a student of Las Positas College and I would like to see bart to livermore one day and I believe it would be nice to have bart extend from dublin Pleasanton station to Isabel at i580 (closest point to the college) and then with funding have Bart extend to the Ace Station East at vasco and then to the future on to the city of tracy. If you have the money to build both stations then I would be build isabel at i580 and vasco ace station at the same time but if not then bart needs to extend to the isabel 1580 station.

Build Bart to the points

- Isabel i580
- Vasco Ace station

or

- Isabel i580
- Greenville Road i580

Bart I enjoy riding your system when I can and it would be nice for the future LPC students to get off at the Livermore first station and bus or walk or carpool to LPC. I would ride Ace and BART in the future if you had a bart station at vasco or greenville road. But I wanted to make it clearer by the dot points above.

And lastly I hope Bart extends to

- The city of hercules from richmond
- And build a station at century plaza shopping center in pittsburg in the future



GMTALK
 <metroidzm@gmail.com>
 11/16/2009 08:36 AM

To info@barttolivermore.org
 cc
 bcc
 Subject Re: BART to Livermore

I am a student of Las Positas College and I would like to see bart to livermore one day and I believe it would be nice to have bart extend from dublin Pleasanton station to Isabel at i580 (closest point to the college) and then with funding have Bart extend to the Ace Station East at vasco and then to the future on to the city of tracy. If you have the money to build both stations then I would be build isabel at i580 and vasco ace station at the same time but if not then bart needs to extend to the isabel 1580 station.

There is talk among some people that they would like to see BART in downtown Livermore. That is not needed like some of your engineers at BART realize that BART at Isabel and 580 is pretty close to downtown by a short trip on the wheels bus. The bus would live bart and travel on airway to portola, pass the luckys shopping center, turn right on north livermore and turn left at junction avenue. That is not far from the Isabel 580 station and going that way is straighter and shorter than the current route 12 wheels bus.

The Isabel i580 would not just benefit future LPC students, but the business development around livermore, close point to downtown, the luckys and walmart shopping centers nearby and other development that livermore has planned for that corridor including the future overpass at the freeway. Don't let talk like BART needs to definitely come to downtown livermore stop you BART from extending to livermore. I stated above when I ride BART I like some other people I know would get off fine at Isabel 580 and travel to downtown and all of the people that say Bart at Livermore off the freeway is a bad idea, look at Lafayette, Pittsburg-BayPoint and Orinda they do excellent having bart on the freeway. When ever BART comes to Livermore my opinion is below via the dot points.

Build Bart to the points

- Isabel i580
- Vasco Ace station

or

- Isabel i580
- Greenville Road i580

Bart I enjoy riding your system when I can and it would be nice for the future LPC students to get off at the Livermore first station and bus or walk or carpool to LPC. I would ride Ace and BART in the future if they were close by. That does not mean you necessary need a station at Vasco or Greenville areas. But I wanted to make it clearer by the dot points above.

And lastly I hope Bart extends to

- The city of hercules from richmond

- And build a station at century plaza shopping center in pittsburg in the future



GMTALK
<metroidzm@gmail.com>
11/21/2009 04:28 PM

To: info@barttolivermore.org
cc:
bcc:
Subject: BART to Livermore

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

From: GMTALK <metroidzm@gmail.com>
Date: Mon, Nov 16, 2009 at 8:36 AM
Subject: Re: BART to Livermore
To: info@barttolivermore.org

I am a student of Las Positas College and I would like to see bart to livermore one day and I believe it would be nice to have bart extend from dublin Pleasanton station to Isabel at i580 (closest point to the college) and then with funding have Bart extend to the Ace Station East at vasco and then to the future on to the city of tracy. If you have the money to build both stations then I would be build isabel at i580 and vasco ace station at the same time but if not then bart needs to extend to the isabel 1580 station.

There is talk among some people that they would like to see BART in downtown Livermore. That is not needed like some of your engineers at BART realize that BART at Isabel and 580 is pretty close to downtown by a short trip on the wheels bus. The bus would leave bart and travel on airway to portola, pass the luckys shopping center, turn right on north livermore and turn left at junction avenue. That is not far from the Isabel 580 station and going that way is straighter and shorter than the current route 12 wheels bus. (I estimate bus travel is 10 to 11 mins)

The Isabel i580 would not just benefit future LPC students, but the business development around livermore, close point to downtown, the luckys and walmart shopping centers nearby and other development that livermore has planned for that corridor including the future overpass at the freeway. Don't let talk like BART needs to definitely come to downtown livermore stop you BART from extending to livermore. I would definitely like other people I know get off fine at Isabel 580 station and travel to downtown and all of the people that say Bart at Livermore off the freeway is a bad idea, look at Lafayette, Pittsburg-BayPoint and Orinda they do excellent having bart on the freeway. When ever BART comes to Livermore my opinion is below via the dot points.

Build Bart to the points

- Isabel i580
- Vasco Ace station

or

- Isabel i580

- Greenville Road 1580

Bart I enjoy riding your system when I can and it would be nice for the future LPC students to get off at the Livermore first station and bus or walk or carpool to LPC. I would ride Ace and BART in the future if they were close by. For me BART coming to livermore does not mean there needs to be a BART -ACE connection similar to the millbrae station with caltrains. The people that work at the livermore lab need to exit bart at greenville or vasco and ride the wheels bus. Either station they would be pretty close to that area. But, all the way out to greenville or vasco bart needs to stay on the freeway like the other stations I stated above.

And lastly I hope Bart extends to

- The city of hercules from richmond
- And build a station at century plaza shopping center in pittsburg in the future



0
01/19/2010 05:22 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
{ } on Tuesday, January 19, 2010 at 18:22:15

First_Name: Mary

Last_Name: GONZALEZ

Email: mary2792@sbcglobal.net

Message: I oppose the BART to LIVERMORE PROGRAM for two reasons:

- BART equals crime

I have witnessed this even though your records may show otherwise

- I live in the Portola Ave area;

While I have to live with the freeway traffic noise (I pretend it's the ocean waters), I won't appreciate the underground trains, ever!

Please make my vote count.

Thank you

verifytext: xmvv

Submit: Submit

REMOTE_ADDR: 71.135.174.143

HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 6.0; SLCC1;
.NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.0.04506)

Just a note

FROM: CAMERON GRAHAM
 OWNER 374 BURGESS ST
 3966 PESTANA ST
 173 CONTRACTOR ST
 PHONE # 925 245-0573

RIGHT TO THE POINT:

- IT DEPENDS ON WEATHER OR NOT
LIVERMORE (GETS) ONE OR TWO
STATIONS - OR - ONE NOW ONE LATER.
- ONE STATION SCENARIO - GOT A GO
CENTRAL 1) DOWNTOWN OR - NOT
MENTIONED - 2) NORTH LIVERMORE AVE.
- TWO STATIONS - ONE SLIGHTLY WEST
ONE SLIGHTLY EAST ie ^{STANLEY} ISABEL / VASCO
OR DOWNTOWN / VASCO
- ISABEL / STANLEY AND GREENVILLE MAKE
NO SENCE AT ALL. (WHO LIVES THERE?)
- VASCO CATCHES BRIGHTON COMMUTERS AND
HIGHLIGHTS ONE OF LIVERMORE'S GREATEST
ASSETS - THE LAB. (PLUS TIES INTO ACE)
- BOTTOM LINE VASCO #1
DOWNTOWN #2 OR NORTH LIV. AVE.
ISABEL #3 (580)
- WOULD EVEN BETTER WITH GREENVILLE OR
ISABEL / STANLEY



0
01/20/2010 09:04 AM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Wednesday, January 20, 2010 at 10:04:22

First Name: Louise

Last Name: Gray

Email: louise.gray@comcast.net

Message: We prefer either alternative 1 or 4 (the Isabel 580 or Greenville stations.) This would prevent unnecessary congestion in the downtown of Livermore, and lessen the environmental impact. Also it would bring BART much closer to becoming a reality after many years of waiting for it (and paying for it).

Submit: Submit

REMOTE ADDR: 24.4.46.231
 HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; WOW64; Trident/4.0; GTB6.3; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.21022; .NET CLR 3.5.30729; .NET CLR 3.0.30729)



0
12/30/2009 03:59 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, December 30, 2009 at 16:59:28

First_Name: Elizabeth
Last_Name: Green
Email: green2396@earthlink.net

Message: For 20 years, BART has planned to extend service to Livermore along the I-580 meridian. This is less costly than other routes that provides easy access for drivers from Livermore and San Joaquin Valley. Why force drivers through congested downtown streets of Livermore and to stations with limited parking?

Keep BART along our freeways (or if Livermore wants to extend to their downtown, have the tracks extend through Livermore and not through Pleasanton.

Thank you,
Beth Green
2396 Tanager Dr
Pleasanton, CA 94566

Submit: Submit

REMOTE_ADDR: 66.245.41.210
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; SLCC1; .NET CLR 2.0.50727; MDDC; .NET CLR 3.5.30729; .NET CLR 3.0.30729)



Rita Gruskowski
<rgrusz@yahoo.com>
01/20/2010 09:48 PM

To info@barttolivermore.org
cc
bcc
Subject Written comment

Whoever envisioned BART moving East was on the right 'track' by purchasing the land out by Greenville road. So please move full speed ahead and extend the tracks down the Highway 580 corridor as I believe was the intent when planner envisioned this railway system.

I fully support Alternative 1 - Greenville East. If funding is not granted to this extent then my only other choice would be Alternative 4 - Isabel / 580.

I do not want BART to come near downtown Livermore. I do not want BART to travel through the "chain of lakes". BART coming into these two areas would negatively impact our environment and our community.

BART needs be made available for the greater good, to help the commuters. Those are the people who travel the most crowded highway in Alameda County - 580. I am one of those people who have driven that road every weekday, round-trip, for the past 6 years (commute is Livermore to Berkeley).

The goal of BART should not be transporting people to the doorstep of Bankhead Theater, Livermore High School or LLNL. Get them close enough to utilize other convenient modes of transportation to get to their destination.

The most important point - make certain there is tons of parking at the BART station(s). You will only get ridership if you have parking where people are safe, their vehicles are unharmed and the price for parking affordable (\$0 would be appreciated).

No other alternative is an acceptable BART option.

Rita M Gruskowski
3963 Fordham Way,
Livermore, CA 94550
510-468-9237 cell
rgrusz@yahoo.com



ron.hague@comcast.net
01/14/2010 07:58 PM

To info@bartolivermore.org
cc fol <info@bartolivermore.org>
bcc
Subject Bart to livermore

To whom this may concern

As a citizen of Livermore I am opposed to have Bart run down the freeway and obstruct our beautiful scenic corridor. I would rather have Bart go underground by way of Junction and Portola ave into downtown and then run above ground to Greeville ave.

Ron Hague



ljhales@comcast.net
01/01/2010 12:16 PM

To info@bartolivermore.org
cc
bcc
Subject bart to livermore

i have been in pleasanton since 1971, why did they not extend bart to Livermore when they brought BART to Pleasanton. It seems Livermore is an after thought. first I prefer Bart to stay on 580. Second if Livermore wants it down town then run it through Livermore and not on any part of Pleasanton. Start at Portola and mess up down town Livermore all they want to pay for.
Lynn Hales



Gary Hall
<ghall4135@sbcglobal.net>
12/25/2009 10:08 AM

To info@barttolivermore.org
cc
bcc
Subject Bart route

I think it would be better to keep BART on the freeway. This seems like it would be more cost effective and used by more people.

Thank you

Gary and Deborah Hall



0
11/11/2009 08:54 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
{ } on Wednesday, November 11, 2009 at 21:54:38

First_Name: Pat

Last_Name: Hallahan

Email: patmikel@comcast.net

Message: I would really prefer to the Greenville option, they have done a fantastic job on the downtown, and I do not want to see the bart train anywhere near that area. There are several reason, but my biggest concern are some of the individuals that ride the train to the end of the line, get off, and commit crimes in that area, or just panhandle. Livermore does not need this kind of individual in our area. Livermore is just now starting to compete with Pleasanton and other areas of high interest. Pleasanton has the bart station in an industrial area, and that is where it should be in Livermore. Thanks for your time. Take care Pat H

verifytext: 43vw

Submit: Submit

REMOTE_ADDR: 76.126.229.48
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X 10_5_8; en-us) AppleWebKit/531.9 (KHTML, like Gecko) Version/4.0.3 Safari/531.9



"fuloffyfe@sbcglobal.net"
 <fuloffyfe@sbcglobal.net>
 11/16/2009 02:51 PM

To "info@barttolivermore.org" <info@barttolivermore.org>
 cc
 bcc
 Subject BART to Livermore

In order to best serve the communities affected by the proposed Livermore BART extension, BART should consider the greatest needs of that ridership and the cities it would impact. Interstate 580 is already gridlocked due to heavy commute from the valley. Accessing those riders at a Greenville station makes the most logical and economic sense.

Additionally, in order to preserve Livermore's old fashioned downtown and agrarian roots and interests, BART should NOT supply service by means of a downtown station.
 Kerri Hamilton
 Dublin

BART to Livermore
 Info@barttolivermore.org

Sent from my iPod



()
 01/19/2010 04:57 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Tuesday, January 19, 2010 at 17:56:59

 First_Name: Dale

Last_Name: Hammerel

Email: dalehammerel@comcast.net

Message: The train route should stay on the freeway with a station at Isabel and at Greenville. A downtown station would bring an enormous amount of traffic into downtown as well as take more land. Keep the system on the freeway where all the traffic noise is now, this would be the most economical route as well.

Thank You, Dale Hammerel
 Livermore

Submit: Submit

 REMOTE ADDR: 24.4.33.7
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 6.0; Comcast Install 1.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30618)



0
01/11/2010 06:34 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Monday, January 11, 2010 at 19:34:05

First_Name: Nancy

Last_Name: Harrington

Email: nancyrhl@sbcglobal.net

Message: My husband and I attended the community session on BART extension in Pleasanton. Thank you for presenting brief but informative facts to assist us in making our decision. We definitely want BART to go to Livermore, Greenville if at all possible. In Pleasanton it should definitely go along 580 and we would prefer it go all along 580 to Greenville. All we can think about is how much impact going to Greenville would have on 580 in reducing traffic. It would be the least expensive and would occur the quickest of all the alternatives. 580 is a disaster and for people who live here and need to get around to do business out here, getting on 580 is dreaded because of the number of cars and semi's. It's awful and dangerous. The City of Pleasanton has finally approved putting Stoneridge Drive all the way to Livermore, which will help traffic. 84 is being widened to 680, which will help traffic. Extending BART to Greenville would result in a tremendous improvement in reducing !
580 traffic.

One other comment we would like to make that has to do with BART. I must say that the Pleasanton station is not being maintained like it was originally. The parking lot has weeds everywhere and the plants are dying, dead or untrimmed. The same can be said for the trees. Pleasanton has always taken pride in itself and I have been embarrassed by the appearance of this station. Can't something be done about this? I must also say that the cars are filthy inside. The seats are badly stained and the seats at the back of the cars often look like someone has urinated. Again, this is a disgrace. My husband and I arrived in the Bay Area the day the BART tunnel under the Bay was open to the public. It was one of the places my husband took me to see--my first day in California in 1969. We were so excited about BART and the idea that some day it would be coming out to Pleasanton. We sat in a meeting to help select light fixtures, etc. for the current station. We were so proud of our new !
station and the BART system. Please do a better job of maintaining the system and make us proud of our BART station once more.

Thank you for allowing these comments.

Submit: Submit

REMOTE_ADDR: 75.7.17.130
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X 10_4_11; en-us) AppleWebKit/530.19.2 (KHTML, like Gecko) Version/4.0.2 Safari/530.19



"Michaela Harrison"
<michaelaharrison@sbcgloba
l.net>
12/28/2009 07:33 PM

To <info@barttolivermore.org>
cc
bcc
Subject Bart Extension...

We oppose any extension of Bart to Livermore other than a 580 extension. Since the 84 has come through our neighborhood crime has increased. Our neighbors cars were stolen, and the Livermore police department even confirmed that the traffic diversion has changed the crime patterns. With Bart dropping people off near Stanley, crime would surely increase in the nearby neighborhoods.



0
01/19/2010 04:26 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 17:26:16

First_Name: Joan
Last_Name: Hartman
Email: jbhart@pacbell.net

Message: A downtown connection in Livermore will be an answer to my prayers,
as a very senior citizen it would help me immensely by allowing my
grandchildren to travel directly on Bart to my home, at Portola and First
Street and not require me to drive to pick them up in Pleasanton.

Submit: Submit

REMOTE_ADDR: 71.141.139.22
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; FunWebProducts; .NET CLR 1.1.4322; .NET CLR 2.0.50727;
InfoPath.1; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; yie8)



"Donna Hazelton"
<donna@ams-exotic.com>
01/06/2010 09:29 AM

To <info@barttolivermore.org>
cc
bcc
Subject Bart to Livermore Extension - Livermore resident

Since I am unable to attend the meeting tonight to voice my comments and
concerns on the Draft PEIR - Bart extension to Livermore, I decided to send
you my comments via e-mail.

We have lived in Livermore for over 25 years. We love the town and the
vineyards and the beautiful mountains. We also understand the importance of
keeping the down-town area vital and moving forward (Performing arts center,
etc.). However, as a citizen and a resident I am concerned about the Bart to
Livermore alignment option that has the tracks running down Railroad Avenue
and behind my home. When I purchased the home 22 years ago, the railroad
tracks behind were acceptable as I moved to Livermore from Roseville and was
use to hearing the trains and didn't mind them. The trains didn't run all
that frequently at the time.

Several years ago the ACE trains were added to the tracks and noise
increased as trains run frequently in between the regular train traffic.
A few years ago, the open field behind our house was replaced with a 3-story
Senior Housing development, which meant that we no longer had a view of Mt.
Hamilton or the surrounding hills. Along with the Senior center came a sound
wall, which has increased the noise of the trains significantly as the sound
bounces off of it towards our house. Graffiti on the sound wall is an
on-going problem and not a pretty sight from our deck or back yard. The
city does make an effort to cover up the graffiti but it is a constant
eyesore. The Senior center was accommodating to our request that they black
out the sides of their taller bright lights that peered into our bedroom
windows and yard. The smaller lights still shine into our yards but we deal
with it and try to be a good neighbor.

Now we find out that one of the Bart alignments being considered may go
behind our house - trains would run every 15 minutes from early morning
until midnight. What little privacy we have left is going to be gone!
Another important concern is our property values. We already contend with
the trains, Senior Housing, sound wall noise, bright lights and graffiti.
The addition of a Bart track behind our house will further diminish the
opportunity for us to realize an increase in home value and will make it
extremely difficult to find a buyer for our house if we choose to sell it.

Please do not put this in our back yard! We hope that one of the other 8
proposals will be less intrusive and still provide the convenience and
increased ridership Bart and Livermore are seeking.

Thank you in advance for your consideration of my concerns.

Donna Hazelton
923 El Rancho Drive
Livermore, CA.
925-449-4089

3186 Berkshire Court
Pleasanton, CA 94588
January 15, 2010

BART Planning Department
300 Lakeside Drive
Oakland, CA 94612
Attn: Mr. Malcolm Quint

Subject: Comments On Draft PEIR For The BART to Livermore Extension Program

Dear Mr. Quint:

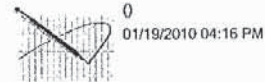
After attending the Pleasanton meeting on Subject PEIR I am more convinced than ever that Alternative 1 is the best choice.

Admittedly, it would take a little bit of imaginative placement of the Isabel Station on the North side of the I-580 Freeway perhaps closer to Las Positias College and for that matter a TOD. The APA does not extend too far beyond the north boundary of I-580.

I truly believe that Planning Department should give serious consideration to the option. I am sure that it would be welcomed by a majority of the people and organizations impacted by it.

Yours very truly,


Hugh G. Hempill



0
01/19/2010 04:16 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 17:16:57

First_Name: Barbara
Last_Name: Hickman
Email: Barbara@Hickman.net

Message: I support a BART route that follows the freeway, with a station at the Isabel area and/or a station at Greenville/Vasco Rds.

A BART route and station downtown would significantly alter our quaint downtown and would be very unpleasant for the current residents in the area, so I am 100% against any downtown route.

Thank you.
Barbara Hickman

Submit: Submit

REMOTE ADDR: 24.5.203.186
HTTP USER AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7 (.NET CLR 3.5.30729)



0
01/21/2010 06:00 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 19:00:56

First_Name: Bob
Last_Name: Hickman
Email: Bob@Hickman.net

Message: BART should be in the center of I-580 freeway and avoid central Livermore. There is a severe noise problem along BART routes, and the freeway is already there. In the Freeway, it would hardly be noticed above current sound levels. If it went through downtown it would spoil a lovely place forever.

Submit: Submit

REMOTE ADDR: 24.5.203.186
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/17/2010 02:25 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, January 17, 2010 at 15:25:12

First_Name: Edward
Last_Name: Hightower
Email: ewhightower@yahoo.com

Message: While I completely support BART coming to Livermore, I am VEHEMENTLY OPPOSED to a line running through Downtown Livermore.

We have a beautiful downtown and we want to keep it that way. Forgive me, but there is absolutely nothing attractive or aesthetically-appealing to any BART architecture. If you do not know what I am talking about, you are proof of this. If you know what I am talking about and yet you allow BART stations to be so ugly, you are part of the problem.

Please honor your word and keep the Alternative 1 Greenville Station as the Livermore Bart Station. Please also consider incredibly lovely architecture that blends in with the landscape and the local aesthetic instead of looking like a giant low-budget sci-fi space turd crash landed in the middle of a freeway.

I live in the Historic District that many of your other plans would bump up against or penetrate. I like hearing locomotives at the end of our street. I DO NOT want to hear BART trains at the end of our street.

Please also plant lots and lots of trees and shrubs all around the BART line on 580; it is so incredibly ugly and barren and depressing. It reminds me of Blade Runner.

Just because I'm funny doesn't mean I'm not serious.

Thank you,
Edward Hightower
Submit: Submit

REMOTE ADDR: 66.245.10.237
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Chris Hiker Organization/Business: _____
 Address: 740 Cottonwood Ct City: Livermore State: _____ Zip: _____
 Phone: 9253239906 Email: chris-hiker@comcast.net

COMMENTS / QUESTIONS:

A BART station at Stanley/Isabel should not be chosen as an option. The increase in traffic in that residential area will affect everyone in west side Livermore, Granada High School is too close, increase transients, alcohol and drugs will be there. There is already too much traffic along Stanley Blvd, which will only increase due to added cost of housing commuters. Since 580 is planned open everyone is now battling through downtown. Preferred is to use 580 to Greenville, which will alleviate a lot of this congestion.

The Port Board needs to work with Alameda to obtain the right of way along 580, which will reduce traffic. There is more parking and a cleaner connection with ACE. Plus, quality of line for Livermore West Side residents.



Dateline: January 20, 2010

Livermore Barbershop

BART To Livermore Conversation : Clarence Hoenig

Lady Barber : Hispanic; 12 year Livermore resident; school age children; living near proposed Downtown Station; Husband takes BART/Dublin to BART/Richmond everyday to work.

My Question : What do you think about BART coming to Livermore?

Lady Barber : Great! I have read about it. I don't want a downtown station because of crime and safety. My friend was the victim of an attempted robbery at a BART station and BART Police responded late and never pursued the culprit.

My Response: That is a potential problem that BART and the City could, working together, better protect riders and the public close by. However, there are also many advantages to a Downtown station.

Lady Barber : I agree. My husband could walk to BART/Livermore and go to work at BART/Richmond saving a lot of time and parking uncertainty. However, how can we be certain of station security?

My Response : I can't speak for BART but I believe that Livermore Police would do their utmost to work with BART and patrol the station area to assure public safety.

Lady Barber : I hope you are right. I would like a Downtown station if it is safe.

My After Thoughts : I also hope I am right!



"Beverly Hoey"
 <bhoey@trustslaw-ca.com>
 12/03/2009 02:48 PM

To <info@barttolivermore.org>
 cc
 bcc
 Subject BART to Livermore

Hello,
 I am a long time resident of the Valley, since 1970. I think that Bart should stay along the 580 corridor and not go to downtown Livermore. The City and residence of Livermore have done a great job restoring its historic downtown to a charming area to shop and dine. Putting a station in the downtown area would cause enormous problems to residences, businesses and entirely change the ambience of the newly restored downtown area. I think that BART should stay along the 580 corridor also, because it serves as a transportation link to workers in Tracy and the Joaquin Valley. The Altamont needs to be relieved of traffic by access to a BART station. Having the station downtown Livermore will only add congestion and more traffic problems. While you plan the future of the area, please keep the BART station located adjacent to 580, so commuters from the San Joaquin Valley can park and ride BART, rather than add more traffic problems to the already jammed Altamont.

Thank you for the courtesy of listening to my opinion.

Beverly M. Hoey

THE LAW FIRM OF BEVERLY M. HOEY
 313 Ray Street
 Fountain Creek Plaza
 Pleasanton, California 94566
 tel 925 846-1321
 fax 925 846-1768
www.trustslaw-ca.com

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0
 01/21/2010 10:40 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Thursday, January 21, 2010 at 23:40:00

First_Name: JASON
 Last_Name: HOFFMAN
 Email: jasonh642@comcast.net

Message: I support alternative 1. Keep BART to the freeway median. It is less expensive to do so. Ensure that 580 has 4 lanes in each direction. To ensure ridership, do not increase parking fees. \$1/day is sufficient. Also, stop using 4 car trains on this line - you need to move to 8 or 10 car trains. 4 car trains are often packed with no available seats. 8-10 car trains are consistent with other lines. Stations and parking lots should have solar panels to generate electricity. Ensure that there is ample parking for 20 years of growth. Stop raising fares.

Submit: Submit

REMOTE_ADDR: 71.202.164.216
 HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7 GTB6 (.NET CLR 3.5.30729)



Raquel Holt
 <2raqholt@gmail.com>
 12/09/2009 11:54 AM

To info@barttolivermore.org
 cc citymanager@ci.livermore.ca.us
 bcc
 Subject BART in Livermore

To whom this may concern,

Re: BART Station in Livermore

I have been paying attention to the BART issue with regards as to where to build the BART station. This long awaited station, a plan that residents have been paying tax for for many years, is finally being seriously discussed. It makes sense to me that this station should be located underground in downtown Livermore. Here are the reasons:

1. The underground station will serve the residents of Livermore as it is accessible to many.
2. It is centrally located.
3. It will have beneficial economic impact to the restaurants, stores, and theaters downtown.

Thank you for you consideration.

Sincerely,

Raquel Holt
 1231 Shelburne Rd.
 Livermore, CA 94551

Kenneth A
 Duron/LMA/Oak/BART
 12/24/2009 11:58 AM

To Victoria Leal <sheridesahog@sbcglobal.net>
 cc
 bcc Malcolm Quint/MSQ/Oak/BART
 Subject Re: Bart in Livermore

Ms. Holt,

Thank you for your email advising us of your preferred alignment for the proposed Livermore Extension.

Your message will be shared with the Board of Directors as requested. A copy will be provided to our project staff.

Thank you.

Kenneth A. Duron
 District Secretary
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 23rd Floor, Oakland, California 94612
 510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
 website: www.bart.gov
 Victoria Leal <sheridesahog@sbcglobal.net>



Victoria Leal
 <sheridesahog@sbcglobal.net>
 12/24/2009 11:54 AM

To boardofdirectors@BART.gov
 cc
 Subject Bart to Livermore

My name is Victoria Holt and I have been a resident of Livermore for 50 Years. Bringing the Bart downtown is on the freeway. Thank you



Kathy Howard
 <howard25@lml.gov>
 01/07/2010 08:36 AM

To info@bartolivermore.org
 cc
 bcc

Subject Do Not bring BART through downtown Livermore

I want to provide you my 'vote' to NOT bring BART through the Livermore township. I am a long-time Livermore resident and personally I believe that Alternative 1: Greenville East is the best option as presented in the Environmental Impact Report on Wednesday, 1/6/10.

This Alternative 1 looks to be the most economical and would create minimal neighborhood and noise impacts. Back when the initiative to bring BART to Livermore was first brought to the 'table' and Livermore residents started paying taxes to support such as initiative it was based on BART running within the freeway median; and I feel that is where it should still be built.

BART is primarily used by commuters, equating to only one member of the family rides BART, and therefore the commuter will us Livermore downtown as a parking lot not a shopping or dining venue.

Please do not uproot our residents and congest our little town by building an expensive BART transit within the city.

Your support in this matter is greatly appreciated.



0
 12/28/2009 04:19 PM

To info@bartolivermore.org
 cc
 bcc

Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
 () on Monday, December 28, 2009 at 17:19:31

First_Name: Zirong

Last_Name: Hu

Email: hankhoo@gmail.com

Message: To make the BART / Express Transportation adjacent to highway is the best choice in all aspects world wide. By this way, the environment impact will be reduced to minimum.

So the best way and best alternative alignment is option 1 -- Greenville Easy option by letting BART pass through the median of I-580 all the way down to the Greenville, along the highway I-580.

verifytext: RGFI

Submit: Submit

 REMOTE_ADDR: 75.18.245.213
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



Hank Hu
 <hankhoo@gmail.com>
 12/28/2009 04:49 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Comments on the Draft PEIR for BART to Livermore

This is the comments on the Draft for BART to Livermore.

To make BART adjacent to highway is the best choice in all aspects known world wide. The environment impact will be minimized if the BART passes through the median of I-580 all the way down to Easy of Livermore.

So the alignment alternative option 5 is the worse one. I strongly disagree the alignment alternative option 5. The best one is the alignment alternative option 1; it is also my favorite option.

Zirong Hu
 2810 Lemon Common
 Livermore, Ca 94551

Kenneth A
 Duron/LMA/Oak/BART
 12/31/2009 10:38 AM

To fiddle4u@comcast.net
 cc
 bcc Malcolm Quint/MSQ/Oak/BART
 Subject Re: BART Station in Livermore

Ms. Hughes,

Thank you for your email. Your message will be shared with the Board of Directors as requested. A copy will be provided to our Program Manager for the proposed Livermore Extension.

Thank you for your interest.

Kenneth A. Duron
 District Secretary
 San Francisco Bay Area Rapid Transit District
 300 Lakeside Drive, 23rd Floor, Oakland, California 94612
 510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
 website: www.bart.gov
 fiddle4u@comcast.net



fiddle4u@comcast.net
 12/31/2009 10:29 AM

To boardofdirectors@bart.gov
 cc
 Subject BART Station in Livermore

Directors:

I am in favor of a BART station on the 580 median. This will be more cost efficient, and also much more convenient for drivers coming from the Central Valley.

Thank you,
 Stacy Hughes
 Livermore



0
01/03/2010 02:12 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Sunday, January 3, 2010 at 15:12:08

First_Name: Arthur

Last_Name: Hull

Email: alhull@gmail.com

Message: As a longtime Livermore resident, I am strongly in favor of option 4, Isabel/I-580. It is the least expensive, the most bang for the buck and the quickest to achieve option.

One need only consider the per rider cost of any other option and it is huge. Option 4 would provide something for everyone with the addition of low cost shuttles from downtown Livermore and the Ace train platforms.

I think people romanticize about hopping on a BART train in downtown Livermore without thinking about how many times they would do that and the huge cost and disruption of providing such a convenience.

Finally, we should not be fixated on providing convenient transportation for the Central Valley commuter without commensurate monetary participation.

verifytext: evxq

Submit: Submit

REMOTE ADDR: 75.61.71.199
HTTP USER AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.1; en-US)
AppleWebKit/532.5 (KHTML, like Gecko) Chrome/4.0.249.43 Safari/532.5



Dave Hunt
<huntsons@quixnet.net>
12/31/2009 11:15 PM

To info@barttolivermore.org
cc
bcc
Subject Feedback on the PEIR (and other thoughts)

Folks,

First, let me say that I have yet to make time to read the PEIR. I do, however, have some thoughts and opinions re: BART stations in Livermore. I grew up in the Tri-Valley area (moved into the area in 1958) and have been paying for BART since I started spending money. I have paid the BART tax since it began and have yet to have a station in the town I am living in. I believe it only right, fair, and just, that BART finally live up to its promises and bring true BART service to Livermore (as opposed to a bus service to/from a real BART station).

Secondly, I have looked at the proposed routes to/through Livermore and have some thoughts regarding those plans. BART service to an area has proven to bring telecommuting criminals to the locations surrounding the BART stations. With this in mind, I recommend strongly that we provide BART service for commuters into and out of the area, and stay free of residential areas and retail areas. With that in mind, the station at Isabel/I-580 is important for commute both to the Las Positas College, as well as a station to service Livermore residents commuting into the inner Bay Area. The station at Vasco Road, is important both to carry Livermore residents into the inner Bay Area, but also to service commuters headed at LLNL and Sandia, as well as some of the other commercial businesses in the area. Finally, the station at Greenville East is also important, to eliminate as much of the I-580 traffic as possible, by providing BART as an alternative to continuing an automobile commute into the inner Bay Area.

Lastly, I believe it to be a critical issue to provide as much parking as possible to promote BART based commuting into the Bay Area. The parking must remain free to BART passengers (perhaps a franking system inside the BART terminal, requiring a ticket to get to the franking system). This would permit BART passengers to procure a franked parking ticket, which would result in a free parking for that day. You will need lots of parking to encourage lots of commuters off the road and into a BART train.

Thanks for you attention, Dave

Dave Hunt
huntsons@quixnet.net



leighannahunt@comcast.net
12/30/2009 10:06 AM

To info@bartolivermore.org
cc
bcc
Subject Comments

To whom it may concern:

As someone who lives on the Livermore/Pleasanton border, and routinely drives 580 west, I believe the best place for a Livermore station is Vasco.

This would make it easiest for Brentwood and Tracy traffic to reach BART and allow BART to achieve its primary goal of helping commuters, both on the train and those on the freeways by alleviating traffic.

Thank you for giving us an opportunity to be heard.

Leigh Anne Hunt



0
12/25/2009 09:26 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Friday, December 25, 2009 at 22:26:16

First_Name: Richard

Last_Name: Hurtz

Email: rjhurtz@sbcglobal.net

Message: KEEP THE BART SYSTEM ROUTE ALONG THE 580 FREEWAY..

DO NOT TRY TO SEND THE TRAINS TO THE DOWNTOWN LIVERMORE AREA.

I WOULD HATE TO SEE THE ALTAMONT COMMUTE TRAFFIC COMING INTO DOWNTOWN LIVERMORE AND USEING THE PARKING AREA FOR COMMUTE PURPOSES RATHER THEN HAVING IT AVAILABLE FOR THE DOWNTOWN BUSINESS USE..

I FEEL THAT IT WOULD BE LESS EXPENSIVE TO BUILD ALONG 580 AS WELL AS KEEPING THE TRAIN NOISE OUT OF DOWNTOWN LIVERMORE.

WE ALREADY HAVE AN OPERATING BUS SYSTEM WITH BART CONNECTION ROUTES..

Submit: Submit

REMOTE ADDR: 75.35.114.92
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.0.3705; .NET CLR 1.1.4322; yie8)



0
01/19/2010 08:18 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 19:18:03

First_Name: Martin
Last_Name: Isenburg
Email: isenburg@cs.unc.edu

Message: A pure highway alignment along I-580 is something that i strongly dislike because it would mean to (yet again) repeat the mistakes of the (auto-centric) planning in the past.

A BART station in downtown Livermore presents a unique opportunity to create a wonderful walkable community around downtown setting a textbook example for sustainable transit oriented planning in America. I already love what the City has done during the redevelopment efforts of the past few years that have converted downtown from a four-lane freeway to a welcoming and cute destination. But it is still a downtown on life-support. There is no sustainable traffic throughout the day to support the kind of business you expect to find in a healthy downtown: produce stalls, a delicatessen, a small grocery store, a bakery, a cheese store, or a butcher. Try to buy a carton of eggs or a loaf of bread in downtown. Impossible.

Most people think that Europe and Japan have great public transport. Well ... their subways, light-rails, and trains goes right to where people live, work, shop, and play: downtown.

Although a pure I-580 alignment may be the cheapest and fastest option to build ... we really have to take a step back and realize that our decisions now will influence development for the next 50 to 100 years. Our decision making should be driven by the objective of a long-term sustainable future for the East Bay - not by pleasing a short-term financial bottom-line. Generations to come will thank us if we can get it right this time.

Similarly, Pleasanton's downtown could have greatly benefited from having BART access and I spoke to residents that simply find it unfair if Livermore should get all those amazing opportunities for transit oriented development that was denied to their downtown. They are already hurting from the absence of BART in their downtown. We must take care that the presence of BART to Livermore will not hurt them further.

A BART station in downtown Livermore should not come at the expense (aka chain of lakes) of Pleasanton residents. My "preferred" alignment keeps BART on I-580 all the way out of Pleasanton until Livermore's (soon to be demolished) Portola Avenue exit. From there it should go underground to downtown and then eventually resurface to continue along the railroad to a station at either Vasco or Greenville. That station should provide easy highway access and ample parking for our commuter friends from across the Altamont pass.

Submit: Submit



0
11/11/2009 11:52 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, November 11, 2009 at 12:52:55

First_Name: Daniel
Last_Name: Jacobson
Email: daniel.aaron.jacobson@gmail.com

Message: What an incredible waste of money. Salt Lake City is adding 70 miles of rail in the next 7 years for a cost of \$2.8 billion--that's nearly 10 times the rail-miles for less money than some of the alternatives under study. Livermore deserves a transit connection, but Bay Area taxpayers do not deserve to be ripped off with a cost-ineffective heavy rail technology. Go back to DMUs and BRT.

Submit: Submit

REMOTE ADDR: 128.12.54.109
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.1; en-US; rv:1.9.0.15) Gecko/2009101601 Firefox/3.0.15 GTB5 (.NET CLR 3.5.30729)



jaeels <jaeels@yahoo.com>
 01/14/2010 03:00 PM
 Please respond to
 jaeels <jaeels@yahoo.com>

To info@barttolivermore.org
 cc
 bcc
 Subject BART extension

Mr. Malcolm Quint

Respected Sir,

I have studied the options for BART extensions to Livermore, and want to share my opinion.
 I think extending BART to the east to Greenville is the best option. That is where the last station should be,
 so if we decide to add more stations in the future, it will be easier to extend towards Tracy.
 Also, the parking and storage space will not be an issue since we have ample of space there as compared to other options.

I do feel that if we have a downtown station, that will bring more business to Livermore. It will be convenient to the residents around that area to get on BART and ride.

As a professional in the building/ planning field, I strongly feel that getting the rail tracks from 580/Isabel southeast to Downtown and then back up northeast ending at Greenville is the best option to go with. (This is a combination of Alternative 3 and 1B)
 We will get the most for the buck we spend.

Kudos to you all for all your hard work!

Thanks and best regards,

~Meera Jaeel, LEED AP
 Architectural Designer and Green Building Consultant
Green Interior Solutions
 (925) 335-6679

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Rachelle Jeppson Organization/Business: _____

Address: 828 S K St City: Livermore State: CA Zip: _____

Phone: _____ Email: jeppyjeppson@socglobal.net

COMMENTS / QUESTIONS:

Keep BART to the freeway, do not bring it into downtown. It is cost prohibitive and will destroy the quaint nature of our town.





"Jo" <cejo@sbcglobal.net>
 11/30/2009 10:17 AM
 Please respond to
 "Jo" <cejo@sbcglobal.net>

To <info@bartolivermore.org>
 cc
 bcc
 Subject stations

Thank you for this opportunity to voice. I feel it is essential to have a station at Greenville Road. Keeping the cars off the freeway is just as important as convenient. When you see the amount of cars going over the hill at the end of the day, if they had left their cars at Greenville and got on Bart. Ooooo la la. People that live in Livermore have a short ride to get on Bart in Dublin and they don't have to go on the freeway. The people in Brentwood, have to be on the freeway. And not only Brentwood, but Stockton and places beyond where homes are less expensive.

Thanks, that's my two cents worth. Jo from Livermore



0
 01/18/2010 01:34 PM

To info@bartolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Monday, January 18, 2010 at 14:34:05

 First_Name: Dorothy

Last_Name: Johnson

Email: djmarjohn@sbcglobal.net

Message: I would like to see BART along the I-580 freeway, just like it is from Pleasanton heading to Oakland. I believe it will be easier to build and less expensive and it will mostly be in a straight line. With no disrespect to anyone, I believe that it ought to be the Livermore people telling BART people where BART ought to go and not the other way around. I'm thinking no or few BART people live in Livermore. Suggestions are nice but the Livermore people know best and if they don't want it in any other place but the freeway then BART ought to respect their wishes.

I've been paying for BART soon to be 40 years. Too bad I'll be too old to use it or maybe even dead by the time it gets here.

Submit: Submit

 REMOTE_ADDR: 71.142.103.184
 HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_5_8; en-us) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
01/07/2010 01:31 PM

To info@barttolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 7, 2010 at 14:31:56

First_Name: Neal

Last_Name: Johnson

Email: nealjn@comcast.net

Message: I would like to support alternative 1, with the following considerations.
Future in-line station expansions be planned for near Fallon Road and First Street.
The Greenville Station platform be under the UPRR bridge and be extendable along the SPRR ROW for a possible extension to Tracy/Manteca. Such an extension might be considered to link with an HSR route instead of an HSR branch into the Bay Area.
A future UPRR bridge and station be considered above the Greenville BART Station with direct transfer.
Thank you for your considerations.

Submit: Submit

REMOTE ADDR: 67.191.236.248
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; Comcast Install 1.0; GTB6.3; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; AskTB5.3; NET_mnhpset)

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Wayne Johnson Organization/Business: _____
Address: 1233 Kollin St City: Pleasanton State: CA Zip: 94566
Phone: 925-872-6807 Email: Jportwayne@aol.com

COMMENTS / QUESTIONS:

I like the alternative #3, however I would like to see it extend to the station and Greenville Road.





JackEJohnston@aol.com
11/19/2009 08:29 PM

To info@barttolivermore.org
cc
bcc
Subject Bart to Livermore

The following preferred station points for BART to Livermore are ranked below:

- 1) Downtown Livermore Station
- 2) Isabel/1580 Station
- 3) Vasco Road Station
- 4) Isabel/Stanley Station
- 5) Greenville East Station

Jack & Karen Johnston



Darcy <lasankias@aol.com>
01/18/2010 11:09 PM

To "info@barttolivermore.org" <info@barttolivermore.org>
cc
bcc
Subject Bart

Hi,
I'm a new resident to Livermore and would like my voice to be heard in this matter. I'm not too sure if it a 100% guarantee that BART is coming to Livermore. My opinion is that statistics show that when BART comes to a new city the crime rate rises. So my number one vote is to keep Livermore, my home, safe!!
If it is a sure thing that BART is coming to Livermore and my first opinion no longer counts, my vote is for BART to go to the Greenville East station. That way all of the valley commuters can get on public transportation sooner without having to drive the commute thru Livermore and so on. Putting it in at the Greenville station will lighten the load of commuters that can't get to their destination thru BART.
Thank you for your time.

Have a great day!
Darcy Jones



0
12/16/2009 09:46 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Wednesday, December 16, 2009 at 10:46:04

First_Name: Reba

Last_Name: Jones

Email: rjones03@gmail.com

Message: I live in Manteca and have commuted to San Francisco everyday for the
past 8 years. I think BART should go straight up 580 instead of cutting
through Livermore. It would be cheaper and completed faster.

Submit: Submit

REMOTE_ADDR: 204.16.153.45
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB6; .NET
CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR
3.0.04506.648; InfoPath.1)



"Steve Jones"
<jonesk3@comcast.net>
12/20/2009 07:17 PM

To <info@bartolivermore.org>
cc
bcc
Subject BART Livermore

Regarding the Livermore extension, please do not approve BART going through the city of
Pleasanton. We have enough traffic and do not need any more. Please leave BART in the
middle of the freeway where it's been designed all along.

Steve & Kathy Jones
Jonesk3@comcast.net



Susan Junk
 <susan.kbsj@gmail.com>
 01/03/2010 05:15 PM

To info@bartolivermore.org
 cc Susan Junk <susan.kbsj@gmail.com>
 bcc
 Subject BART to Livermore

January 3, 2010

Dear BART People,

I have lived in Livermore since birth and have paid taxes for BART with each sales tax purchase for most of my life. I would like to take this opportunity to voice my opinion of the BART Extension to Livermore.

Alternative 1: Greenville East is *the* best overall scenario (per your web site).

- Best use of yard and station sites already owned by BART.
- Best or least impact of noise for neighborhoods near BART tracks.
- Best increase in BART System Ridership of daily riders of the 9 scenarios given.
 This is because it benefits both northern and southern residents of Livermore as well as regional people from Brentwood and Tracy. We all know that I-580 west bound and east bound are the #2 and #3 for the worst traffic in all of the 9 Bay-area counties.
- Best use of money given the cost of stations, right-of-way and miles achieved.

Ranks 5 (if 1 is best & 9 is the worst) for:

- Reduction in Vehicle Miles Traveled per day.
- Air Quality – reduction in regional emissions (lbs/day) of NOx and ROG.

BART in downtown Livermore has the markings of the worst scenarios of all of the 9 alternatives.

The number one problem with the downtown alternatives is parking. BART is notorious for parking problems. Our downtown is for the convenience of *local shoppers*, not to accommodate transit patrons. The few parking spaces in Livermore are for people going to the bank, local businesses, the local movie theaters, and the local performing arts theater (the Bankhead). Livermore's downtown will soon have a second performing arts theater and multiple family housing. It can not and should not have to put-up with

vehicles parked all day long that do not support the local economy. Look at the impact of parking in Pleasanton, Dublin or Walnut Creek to see how many people park outside the BART lots to avoid an extra fee. "End of the line" cities are points of departure not people's destinations.

The number two problem with BART in downtown Livermore is crime. Ask anyone in law enforcement and they will tell you criminals like fast, easy and undetected escape routes such as BART. Was up-scale Pleasanton given a choice to have BART in their downtown?

The number three problem with BART in downtown Livermore is disrupting the historical culture of the downtown area. Unless it is constructed underground but that would have unruly costs. The idea of downtown BART stations and tracks at grade or aerial is just plain ugly.

The Greenville East along I-580 helps the most people with the best ratio of money, miles and stations. Stop giving us excuses of ACE trains, diamond lanes and bullet speed monorails. We are tired of waiting.

We have paid for BART for over a generation. Doesn't the Federal Trade Commission have laws that govern and protect consumers that paid for a product but have not received it?

Pleasanton will be getting 2 stations before the people of Livermore will get any.

I am planning my calendar for 2010 and would welcome an invitation to the groundbreaking of BART trains and the Greenville East Station (not a park-n-ride lot) in Livermore.

Sincerity,

Susan Junk



0
12/24/2009 09:27 PM

To: info@bartolivermore.org
cc
bcc
Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, December 24, 2009 at 22:27:08

First_Name: Peter & Stella

Last_Name: Rachel

Email: peter.kachel@comcast.net

Message: Please keep BART on I-580 going to Livermore.

Thank you,
Peter and Stella Kachel
1038 Lomitas Ave.
925-447-7559

Submit: Submit

REMOTE_ADDR: 76.126.225.231
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 6.0; WOW64;
Trident/4.0; GTB6; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR
3.5.30729; .NET CLR 3.0.30729)



"ralph kalibjian"
<ralkal@comcast.net>
01/11/2010 03:08 PM

To: <info@bartolivermore.org>
cc
bcc
Subject: hi

Please do not bring BART to Livermore. It will bring congestion, enhanced drug problems, and increase the homelessness problem in Livermore. In fact I would be pleased to pay double the BART tax if you keep BART out of Livermore. Ralph Kalibjian, 1051 Batavia Ave., Livermore.



<kawas@wellsfargo.com>
12/30/2009 02:48 PM

To <info@bartolivermore.org>
cc
bcc
Subject extension

Hello Malcolm: I think based on the daily ride that I take; the Isabel/I-580 Station to Downtown Livermore.

Alfredo L. Kawas

*Assistant Vice President &
Regional Private Banker*

Wells Fargo Bank

2260 Otis Drive

Alameda, CA 94501

kawas@wellsfargo.com

510.464.1744 Direct line

510.337.0897 Fax line

Mac# A0220.011



mdkellom@comcast.net
11/22/2009 11:53 AM

To info@bartolivermore.org
cc
bcc
Subject BART to Livermore

Livermore has spent many years and millions of dollars to get commuters off the downtown streets. I can't think of anything more disruptive to that desire than to place a BART station near the existing transit center in the downtown area. Keep BART on the freeway. Make it an easy spot for everyone to get to and less disruptive to the quiet of downtown.

Denise Kellom



()
01/21/2010 10:54 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 23:54:41

First_Name: James

Last_Name: Kelly

Email: jfkellyca@pachell.net

Message: Some points to consider regarding the proposals for extending BART to Livermore.

The decisions regarding the location of the BART extension to Livermore will have a long term impact on the transportation patterns in into and out of the TriValley.

Many current assumptions and concerns may not be pertinent, given the local and global changes ahead over the next generations. These may include: price and availability of fossil fuel, national responses to carbon emissions, economic incentives for concentration of housing near transportation pathways. The current proposals must be sensitive to these long term variables.

Local concerns (Pleasanton's demands that BART not cross proposed urban boundaries (annexation of Staples Ranch is still an Alameda County decision, in my understanding, and partially contingent on the long-planned Stoneridge extension); Livermore neighborhoods) should be considered, but not be the primary determinants of final decisions.

Current commute traffic patterns (along I-580) may not be relevant over the rest of this century.

Concentration of transportation hubs near housing will likely become the norm rather than the exception.

Submit: Submit

REMOTE ADDR: 70.231.250.32
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; WOW64; Trident/4.0; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; InfoPath.2)



()
01/19/2010 03:00 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 16:00:18

First_Name: Mary

Last_Name: Kidwell

Email: marykidwell@gmail.com

Message: I support a station in downtown Livermore. I don't actually live in Livermore, but go there to see things at the Arts Center. Having the ability to BART to the LVPAC would make it much easier to attend events and not worry about parking or driving so far to get there.

Submit: Submit

REMOTE ADDR: 74.9.7.161
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; InfoPath.1)



0
01/17/2010 07:01 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, January 17, 2010 at 08:01:11

First_Name: Jeanette

Last_Name: King

Email: whjaking@comcast.net

Message: I support two stations for BART Livermore - Downtown and Vasco.

Route should follow 580 to Portola, then underground to downtown with an underground station downtown, then above ground to Vasco station.

This will have the least effect on residential areas, will support the downtown and be accessible to the community and connect with ACE train at both stations and be accessible to traffic coming from the east. Both stations will support TOD and there is also space for the yard.

Thank you.

Submit: Submit

REMOTE ADDR: 75.36.181.71
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X; en-US; rv:1.8.1.10) Gecko/20071115 Firefox/2.0.0.10



Moiz Kitabwalla
<mkitabwalla@tm3therapeut
cs.com>
11/29/2009 02:27 AM

To info@bartolivermore.org
cc
bcc
Subject BART EXTENSION TO LIVERMORE

Hello,

I am all for the BART extension to Schedule Route 2A...TO VASCO ROAD. As I read the report, it is obvious that the benefits outweigh the minimal risks and cost.

I am a businessman I need the BART to Livermore to encourage me to transfer my office from Hayward to Livermore, where I live. BART access to VASCO ROAD will open up limitless business opportunities for high tech companies and will be a revenue maker for both BART and Livermore....

SO PLEASE PLEASE BUILD BART TO LIVERMORE VASCO ROAD!!!!!!

Thanks!

Moiz Kitabwalla, Ph.D.
Scientific Director
TM3 Therapeutics, LLC
Livermore, CA
925-209-1081
mkitabwalla@tm3therapeutics.com
www.tm3therapeutics.com

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Mona M. Knock, Ph.D., and Christopher L. Kunz, Ph.D.
5479 Treeflower Dr.
Livermore CA 94551

Attn: Malcolm Quint
BART Planning Department
300 Lakeside Dr.
Oakland CA 94612

December 5, 2009

Dear BART Planning Department,

We are writing with our comments on the Draft PEIR for extending BART service to Livermore.

Of the alignment options connecting Livermore to the Dublin/Pleasanton BART Station, we strongly prefer the options that maximize the use of existing railway alignments. Our preferred path is the one that connects through El Charro Rd to the Isabel/Stanley Station, along Railroad to the Downtown Livermore Station and along existing railway routes to reach the Vasco Road Station and terminate there, or terminate one stop further at the Greenville East Station. Residents near these routes are already accustomed to railway noise and traffic, and these factors are already present in their property values. The route numbers we prefer are: *1a* and *2a*

We do not like routes 1, 2, and 3, which add new railway where none previously existed, creating the Isabel/1-580 Station and the Greenville East Station, without connection to Downtown Livermore Station and the national labs at Vasco Road Station.

Thank you for your consideration,



Mona Knock and Chris Kunz



Carolynn Kohn
<ckohn@pacific.edu>
12/07/2009 02:53 PM

To info@bartolivermore.org
cc
bcc
Subject Attn. Malcolm Quint, BART Planning Department

Dear Mr. Quint

I respectfully submit my thoughts:

I own a home and live in Livermore. I am also a BART rider. In the past I have used BART to commute to work; now I typically use it to commute into the city for fun rather than for business.

I very strongly OPPOSE the plan to either place the Livermore BART station in downtown or to run a line through downtown.

This is destroy the tranquility of downtown and undo all of the hard work the city has put in to create a wonderful small-town feel. I believe the same would be true if the BART station were placed in downtown Pleasanton.

The Rockridge BART station is a good example of this - it is noisy, congested, difficult to park and not at all relaxing to visit that part of Rockridge - and Rockridge is much bigger than Livermore in terms of it's actual downtown area.

I absolutely SUPPORT the plan to have the BART station placed at either the Greenville or Vasco road locations. This will not only allow commuters to take the train during the week, but would also encourage people to take BART to the livermore wineries - especially if there was a shuttle bus. It is very close to downtown, but would not negatively affect the atmosphere.

Thank you very much for working so hard on what is an important matter.

Sincerely,

Carolynn Kohn
2653 College Avenue
Livermore, CA 94550

Carolynn Kohn, PhD BCBA-D
Department of Psychology
University of the Pacific



0
12/02/2009 09:09 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, December 2, 2009 at 22:09:31

First_Name: John

Last_Name: Kopp

Email: johnny.kopp@gmail.com

Message: I have been a resident of Livermore since December 1975. It wasn't too long before there were rumors that Bart was being considered to Livermore. To be fair, the likelihood of that happening in my lifetime was slim at best. Over the years there have been studies of one kind or another that were related to the possibility of Bart being a reality in Livermore. 34 years later and still the studies continue and Bart is still a long way off. The center median plan for Bart has usually been the plan that has been most receptive and the least cost. I would suggest that this plan stay on course. The city and any developer should have in their plan some kind of transit road that would be used only for the means of getting people to and from the proposed Bart stations. These shuttles would be immune to everyday traffic. People would get from the main station to their destinations without any delay. Electric or hybrid vehicles would be the only vehicles allowed on these roads.!

Eventually all mass transit vehicles would meet this criteria. I understand that ridership is a concern for having Bart coming to Livermore Bart should focus on getting the project here and the city of Livermore could work on getting the riders to and from the main stations.

Submit: Submit

REMOTE_ADDR: 24.5.246.183
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5



0
01/01/2010 10:54 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, January 1, 2010 at 23:54:38

First_Name: Mark

Last_Name: Kosenski

Email: managerski@gmail.com

Message: 1st, I not at all happy that all the options seem to be within ear shot of my house and our peaceful community will need to deal with yet more noise pollution. Let me list them all, we are on the approach to livermore airport, we are near the UP tracks, and we have the 580 freeway. I sit here trying to survive the worst economic disaster in my lifetime and watching my property value decrease. So like many I am not in a position to just sell and move away from all the "progress" I was trying to move away from when I "settled" here in the first place. Anyway now that I have vented please consider the options of keeping BART on the freeway. I just do not see any sense of sending Bart into the downtown area and next to all the existing residential areas. Please be considerate of that and place extension next to 580. Options 4 or 1 are the only possibilities I see. All other options are right out my bedroom window and I would sure like to be able to sleep at night.

Submit: Submit

REMOTE_ADDR: 76.103.87.250
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_6_2; en-us) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
12/06/2009 10:08 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, December 6, 2009 at 11:08:55

First_Name: Jake

Last_Name: Krakauer

Email: evergreen3202@yahoo.com

Message: Public transport through city centers is a good idea IF AND ONLY IF population is centered there. California and the east bay are sprawl. Route the BART extension where the people are, and where the need is greatest - ALONG THE FREEWAY. In addition, if the cost is lower for a 580 routing, why the debate?

New BART stations need two additional features: LOTS of parking so commuters don't get locked out (like the current Pleasanton station) and connecting bus lines. At future Livermore stations, for example, buses connecting to Livermore, Tracy, Modesto and Brentwood centers would make sense.

Design the line to allow for future extension to Brentwood or Tracy. You may not be able to ring the bay but ringing the east bay could work.

Jake Krakauer

Submit: Submit

REMOTE_ADDR: 148.87.1.167
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; InfoPath.1; .NET CLR 3.0.04506.648)



Art Krakowsky
<artkr@sbcglobal.net>
01/22/2010 08:47 PM

Please respond to
artkr@sbcglobal.net

To mquint@bart.gov
cc
bcc
Subject [Fwd: Your request]

January 17, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Dear Mr. Quint,

We support building BART on I580 with a station at Isabel and at Greenville. This route will be the least expensive and carry the most riders. In these tough economic times, it is the route that is the most likely to be funded in our lifetimes.

This alignment gives us relief for the I580 commute and is the most convenient for all to use.

Thank you for your consideration of our request.

Art Krakowsky 3052 Recc Ave. Livermore

Carol Krakowsky 3052 Recc Ave. Livermore

Cc: Board Of Directors, BART

--
To err is human; to blame it on someone else is politics



Julie Kraybill
<juleykray@yahoo.com>
01/02/2010 02:54 PM

To info@bartolivermore.org
cc
bcc
Subject Comments

To Whom it may concern,

My name is Julie Kraybill, I am a Livermore resident, and I have an opinion on where I would like the BART to Livermore extension to go to in Livermore. I would like to see a stop at Isabel and Stanley, Downtown Livermore, and Vasco. I am not interested in the Isabel/I-580 or the Greenville stations. I would use the train to go into SF and Berkley for fun and my husband would use the train to go to work in Albany. We are excited to have Bart come to Livermore and would regularly use the system.

Thanks,
Julie Kraybill
718 Catalina Dr.
Livermore Ca 94550



Mani Krishnan
 <r_manikandan@hotmail.com
 >
 01/02/2010 08:27 PM
 To <info@barttolivermore.org>
 cc
 bcc
 Subject Written comment

Bart extension along 580 with Isabel/I-580 and Vasco Road stations is a useful option and is less disruptive to existing properties and other structures.

Please choose the least disruptive route along 580, that helps both commuters from central valley and in Livermore.

My address:

4653, Kimberley common
 Livermore, CA 94550.

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)



0
 12/19/2009 11:22 AM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Saturday, December 19, 2009 at 12:22:48

 First_Name: Kurt

Last_Name: Kummer

Email: k.kummer@comcast.net

Message: Please plan the B.A.R.T. extension to Livermore along the I-580 median, as it runs eastward from Pleasanton. Whether the City of Livermore prefers a downtown link, an ACE link, or anything else, please use the I-580 median to get there. Pleasanton's Staples Ranch Project with its senior housing, parks and open space should not be compromised by noisy, elevated B.A.R.T. train tracks.

Thanks very much.

Submit: Submit

 REMOTE_ADDR: 24.4.32.127
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; Trident/4.0; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; OfficeLiveConnector.1.3; OfficeLivePatch.0.0)



Christine Mallay
<cmallaytravel@yahoo.com>
12/28/2009 10:59 AM

To info@bartolivermore.org
cc
bcc

Subject Vote

Our vote is to have the bart station located at Isabel/Stanley Station.

Have a great day,

Mr. & Mrs. Daniel Kwan

577 Heligan Ln Unit 3

Livermore CA 94551



11/13/2009 09:18 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 13, 2009 at 22:18:47

First_Name: Vamsee

Last_Name: Lakamsani

Email: vamsee@livermorebart.org

Message: Dear Mr. Quint:

I 'm in favor of options 1a, 1b or 2a for BART to Livermore. I believe Transit Oriented Development should be the main factor in constructing new stations. We definitely need a downtown Livermore Station and a second easternmost station at Greenville. Although the Greenville station is not ideal for TOD it can be used to build large parking lots for the central valley folks. The downtown station can serve the TOD needs.

Regards

verifytext: ooho

Submit: Submit

REMOTE_ADDR: 99.64.33.221
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.1; en-US; rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5 GTB5 (.NET CLR 3.5.30729)



0
01/19/2010 09:18 PM

To: info@bartolivermore.org
cc
bcc

Subject: Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 22:18:18

First_Name: Fortunato

Last_Name: Lapina

Email: flapina@sbcglobal.net

Message: I am AGAINST the proposed BART station in downtown Livermore. If you would like explanation of my position you may contact me by e-mail.

verifytext: OQIE

Submit: Submit

REMOTE ADDR: 69.228.83.183
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 6.0; SLCC1;
.NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR
3.0.30618; WinNT-PAI 12.09.2009)

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): SEAN K LEHMAN Organization/Business: Engineer
Address: 4348 Valley Ave. City: Pleasanton State: CA Zip: 94566
Phone: 925 426 2320 Email: sklehman@comcast.net

COMMENTS / QUESTIONS:

I support alternatives 1a + 2a!





0
01/19/2010 04:17 PM

To info@barttolivermore.org
cc
bcc

Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 17:17:42

First_Name: Les

Last_Name: Leibovitch

Email: lesrena.leibovitch@comcast.net

Message: I am in favor of the underground route down Portola to a subway station in downtown Livermore, then proceeding at grade to a terminal at the Vasco Road Ace station.

Submit: Submit

REMOTE_ADDR: 24.23.232.19
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_5_8; en-us) AppleWebKit/531.9 (KHTML, like Gecko) Version/4.0.3 Safari/531.9



0
01/19/2010 04:20 PM

To info@barttolivermore.org
cc
bcc

Subject: Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 17:20:02

First_Name: Les & Rena

Last_Name: Leibovitch

Email: lesrena.leibovitch@comcast.net

Message: We both are in favor of an underground route for BART that will go down Portola to a subway station downtown. This route should then proceed at grade to a terminal at the Vasco Road Ace station.

verifytext: VMYS

Submit: Submit

REMOTE_ADDR: 24.23.232.19
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_5_8; en-us) AppleWebKit/531.9 (KHTML, like Gecko) Version/4.0.3 Safari/531.9



Sally Leonard
 <sbleonard@comcast.net>
 12/14/2009 08:06 AM

To info@barttolivermore.org
 cc
 bcc
 Subject noise

I am deeply concerned by the noise caused by above ground BART trains. I once worked for an agency near the BART tracks in Oakland, and we had to stop talking every time a BART train went by because the noise level was so high we couldn't hear one another speaking. Any trains along Stanley Blvd. or into downtown Livermore need to be underground.

Sally Leonard
 344 Anna Maria St.
 Livermore, CA 94550



0
 12/30/2009 08:29 AM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Wednesday, December 30, 2009 at 09:29:03

 First_Name: Linda

Last_Name: Leonardini

Email: spunki@directv.net

Message: I think that the stations for Livermore Bart should be located at the 580 freeway (Inabul/580 station & Greenville East Station). Otherwise, going into the downtown Livermore would create more traffic with the commuters. If it's at the freeway it would be more convenient for the commuters.

Submit: Submit

 REMOTE_ADDR: 99.197.32.57
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB6; .NET CLR 1.0.3705; .NET CLR 1.1.4322; Media Center PC 4.0; PeoplePal 6.2; .NET CLR 3.0.50727; PeoplePal 6.6; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



"Lewis-Evans Phyllis"
 <Phyllis.Lewis-Evans@clirs.g
 ov>

11/18/2009 08:34 AM

To <info@barttolivermore.org>

cc

bcc

Subject: Bart Extension

I think Bart should have been extended a long time ago in Livermore. I live in Tracy and commute to Oakland for work everyday. the first 3 years I moved to Tracy I had to drive to work because there weren't any commuter vanpools coming out of Tracy, then I started driving to Bart in Dublin I did that for about 3 years then it got to the point where by the time I drove into Dublin I would continue to drive into Oakland. But if there had been a station in Livermore I would have continued to take Bart on a daily basis. I am all for Bart being in Livermore. Thanks for even considering extending Bart to Livermore.

Phyllis



12/23/2009 11:17 PM

To info@barttolivermore.org

cc

bcc

Subject: Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
 () on Thursday, December 24, 2009 at 00:17:32

First_Name: Edward

Last_Name: Lindsey

Email: emaj2@comcast.net

Message: I would like to give my full support to the Bart to Livermore option which directs the tracks in the 1580 corridor and supports two stations, one at the Isabelle 1580 junction and one at the Greenville Road 1 580 junction. I support a maintaince yard at the Greenville road - end of the line station. I find this the most desirable option for the following reasons:

- a) Noise corridor remains localized to the current noise region.
 - b) Dust and dirt from the passing trains remain in the freeway area.
 - c) Livermore residents maintain privacy from passing passengers.
 - d) I believe every Trivally resident benefits when trips through the valley are on BART not in cars.
 - e) I am NOT in favor of any off freeway routes or stations in Livermore which small groups of bussiness leaders, bussiness men, or citizens benefit at the expense of the total citizenry. I suggest every penny possible be applied to extending routes into non serviced areas and improving access, parking and safety.
- Other issues I would like to include are:
- 1) Local regions can easly supply shuttle busses to and from the stations as needed.
 - 2) The Greeville 1580 station could incorporate an ACE stop.

Thank you for the opportunity to submit an input.

Sincerely,
 Ed Lindsey

verifytext: UPOU

Submit: Submit

REMOTE ADDR: 76.126.228.97
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



Ron Liu
 <xianrongliu3@hotmail.com>
 12/31/2009 06:26 PM

To: info@barttolivermore.org
 cc:
 bcc:
 Subject: comments for bart to livermore extension

The "Isabel/I-580 station" route is a much better route.

1. It goes along the I-580 highway which is consistent with the existing Dublin/Pleasanton station.
2. It has less impact on the residential area.
3. The distance is shorter, requiring less construction.

Thanks and Happy New Year!

Ron Liu
 3055 Staples Ranch Drive
 Pleasanton, CA 94589



0
 11/20/2009 06:42 PM

To: info@barttolivermore.org
 cc:
 bcc:
 Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Friday, November 20, 2009 at 19:42:43

 First_Name: William Loewe

Last_Name: Loewe

Email: weloewe@aol.com

Message:

I have been a resident of Livermore since February of 1967, residing near the intersection of East Avenue and Hillcrest. Although there have been many environmental changes since then, almost always a result of urbanization, the primary and major cause of an altered (and almost always deteriorated) environment has been increased automotive traffic. Extending BART to Livermore may, or may not, stop further deterioration, depending on the route selected.

There is only one environmentally desirable route for the proposed BART extension, and that is the one that goes directly to the intersection of I580 and Greenville road.

That route takes traffic off of all Livermore streets, and thus minimizes the environmental impact. In fact, it provides for environmental improvement! BART will assume much of I-580 traffic from the western edge of the Altamont all through the Valley, and will also take much of the current through-traffic from the city streets. No other proposed route does this.

Note well, that other new stations in the heart of the city would contribute to traffic congestion, or lengthen the path and therefore rider commute time, a deterrent to offloading I-580 traffic onto BART. And the convenience that would be provided by closer stations is trivial. Besides, who wants another train through town, replacing some thoughtfully planned existing urban areas with an eyesore?

With any of the proposed options, one more crucial requirement must be met to gain these benefits:

Provide a BIG BIG parking lot at Greenville Road!

Thank you for this opportunity to provide input.

Submit: Submit

 REMOTE_ADDR: 207.200.116.135
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; AOL 9.0; Windows NT 5.1;



0
11/17/2009 08:18 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, November 17, 2009 at 21:18:32

First Name: Denise
Last Name: Lowe
Email: D1008L@aol.com

Message: Please have the Bart track extension stay along the 580 corridor. I vote for Alternate 1. If the station is built in an appealing location such as near downtown, you will be inviting crime elements from the East Bay such as Oakland into our beautiful, quiet and relatively problem-free city. This is the reason we moved to Livermore. To feel secure and to get away from the graffiti and other problems plaguing Fremont. Bart put a station next to BayFair Mall many years ago and it ruined it. I foresee the same problem happening at Stoneridge once the station is completed there. Have you ever ridden Bart? I have many times to San Francisco for business and pleasure. I have seen people hop over the ticket booths at the downtown stations and Bart Police are powerless to do anything. I have seen many people on the train that I would be afraid to sit next to. Please, please, please, do not do this to the City of Livermore. The people that are planning this extension have good intentions but you have to think like a cop in this instance and realize that there are lots of different elements that ride Bart. Please, let's not find out what I know will be a huge, huge mistake for Livermore if we pursue anything other than Alternate 1. As a second thought, I would not like to see Bart cutting a path through our wonderful city. You do not see Bart running through the middle of Napa. We are trying to make Livermore a wine destination...not a declining city. The freeway, I believe, is the perfect location for the Bart extension as we are used to seeing it in this type of venue already...Alternate 1 is the way to go.

verifytext: HHQJ
Submit: Submit

REMOTE ADDR: 207.200.116.135
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.1; AOLBuild 4334.5006; Windows NT 5.1; Trident/4.0; GTB6; .NET CLR 1.0.3705; .NET CLR 1.1.4322; Media Center PC 4.0; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



Malcolm Quint
<Mquint@bart.gov>
12/02/2009 01:14 PM

To info@barttolivermore.org
cc
bcc
Subject Fw: BART to Livermore EIR Comments

----- Forwarded by Malcolm Quint/MSQ/Oak/BART on 12/02/2009 01:09 PM -----

"Vinn, Bob" <bgvinn@ci.livermore.ca.us>

12/01/2009 09:41 AM

To "Malcolm Quint" <Mquint@bart.gov>
cc
Subject BART to Livermore EIR Comments

Malcolm,

Please include the attached emails as comments on the BART to Livermore EIR from the author (not me).

Thanks,

Bob Vinn
Assistant City Engineer
Engineering / Community Development
City of Livermore
(925) 960-4516
(925) 580-8287 cell
(925) 960-4505 fax
www.ci.livermore.ca.us



----- Message from <D1008L@aol.com> on Fri, 20 Nov 2009 11:56:40 -0800 -----

To: "Vinn, Bob" <bgvinn@ci.livermore.ca.us>
Subject: Bart to Livermore

Dear Mr Vinn,

I am compelled to write again after reading the "Build near I-580..." article in this morning's Tri-Valley Herald. Federal dollars are at stake I understand. I also understand the concept that the federal government and the Metropolitan Transportation Commission strive for. But I also understand that "In 2006, CnnMoney.com named Livermore as the 31st most desirable city to live in." It can remain that way if we place Bart along I-580.

It is said that having housing near Bart will provide more ridership outside of the commute hours. I disagree. Unless you have a solid transportation infrastructure, which is impossible to depend on since bus hours and routes change periodically due to budget constraints, how can one depend on it for major transportation? When I was 20, I had to take the bus to work since I did not have a car. It was undependable since the bus would sometimes be late and I would then miss my next connection. It was actually faster for me to take the long walk to work than to take a bus.

I have used Bart a significant amount of times to know that homeless people will take shelter at the stations if they are near public services. Also, as I stated before, crime will increase. Eastmont Mall in Oakland had to close many years ago due to theft and graffiti. I worked for the Buying Office and HR at Mervyn's for 16 years when we had Store 19 at that location. Every Mervyn's store had one Loss Prevention Manager. The Eastmont Mall had to have three. Even then, the loss was so great that Mervyn's eventually closed shop there after much protest by the city to keep it open. JC Penney's had the same problem. Once it was gone, the Eastmont Mall closed for good. Bart is a good transportation method to get to Bayfair Mall. Since there were no other malls in Oakland, Oakland residents used Bart to shop at Bayfair once a Bart station was installed there. The crime rose dramatically at that mall and stores left because the cost of doing business became too high.

Reasonable and ordinary people make plans like this in terms of reasonable and ordinary people. They can visualize people coming into downtown Livermore for dinner and a show at the movie theater or at the Bankhead Theater. They can visualize more tourists coming to Livermore for the wine and rodeo events. And they can visualize people using Bart to get to work five days a week. But can they visualize the gang members who will come to our fair downtown and vandalize/create drama? Can they visualize the downtown becoming emaciated because steal-and-ride becomes the norm? Does our Police Dept have the budget to make a presence downtown? Can they visualize people fearful to walk around in the evening downtown as we do now?

1500 housing units is standing between the security/safety and the steep decline of a wonderful city that is called Livermore. What will CNN.Money see the next time they look at Livermore if Bart comes to downtown?

Thank you,

Denise and Lloyd Lowe
2118 Stonebridge Road
Livermore, CA
925-292-1090

----- Message from <D1008L@aol.com> on Tue, 17 Nov 2009 20:28:37 -0800 -----

To: "Vinn, Bob" <bgvinn@ci.livermore.ca.us>

Subject: Vote for Bart Alternate 1

Dear Mr Vinn,

Please have the Bart track extension stay along the 580 corridor. I vote for Alternate 1. If the station is built in an appealing location such as near downtown, you will be inviting crime elements from the East Bay such as Oakland into our beautiful, quiet and relatively problem-free city. This is the reason we moved to Livermore. To feel secure and to get away from the graffiti and other problems plaguing Fremont. Bart put a station next to BayFair Mall many years ago and it ruined it. I foresee the same problem happening at Stoneridge once the station is completed there. Have you ever ridden Bart? I have many times to San Francisco for business and pleasure. I have seen people hop over the ticket booths at the downtown stations and Bart Police are powerless to do anything. I have seen many people on the train that I would be afraid to sit next to. Please, please, please, do not do this to the City of Livermore. The people that are planning this extension have good intentions but you have to think like a cop in this instance and realize that there are lots of different elements that ride Bart. Please, let's not find out what I know will be a huge, huge mistake for Livermore if we pursue anything other than Alternate 1. As a second thought, I would not like to see Bart cutting a path through our wonderful city. You do not see Bart running through the middle of Napa. We are trying to make Livermore a wine destination...not a declining city. The freeway, I believe, is the perfect location for the Bart extension as we are used to seeing it in this type of venue already...Alternate 1 is the way to go.

Thank you very much,

Denise and Lloyd Lowe
2118 Stonebridge Road
Livermore, CA
925-292-1090

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

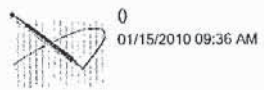
Name (please print): Diane Major Organization/Business: None

Address: 4330 Leona Drive, #47 City: Livermore State: CA Zip: 94551

Phone: 925-938-1123 Email: diane@comcast.net

COMMENTS / QUESTIONS:

Please do not allow BART to come through town on Union Pacific Rail lines. I feel it will destroy our town and further diminish the values of homes and condos already built near the rail lines. Take a look at the homes surrounding the existing BART tracks as you go to Oakland. Is this what you want in our town? I don't! The only route to consider is down 580 corridor.



To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, January 15, 2010 at 10:36:14

First Name: Diane
Last Name: Major
Email: major996@comcast.net

Message: Please do not allow BART to come through town on Union Pacific Rail lines. I feel it will destroy our town and further diminish the values of homes and condos already built near the rail lines. Take a look at the homes surrounding the existing BART tracks as you go to Oakland. Is this what you want in our town? I don't! The only route to consider is down 580 corridor.

Submit: Submit

REMOTE ADDR: 63.194.221.74
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; Trident/4.0; SIMBAR={050AF567-452A-4392-BE73-A3875E5DF9AA}; GTB6.3; .NET CLR 1.1.4322; .NET CLR 2.0.50727; MS-RTC LM 8; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; MSN Optimized;US)

DEAR SIR,

DEC. 27, 2009
LIVERMORE, CA

I live about three blocks from the Livermore Wheels Transcenter. Since it was built four years ago, I've seen an increase in the noise level from the wheels buses that drive by my house on Junction Ave. I also hear the ACE trains and the freight trains noises from my house. Four years ago I started wearing ear plugs when I go outside the house. Bring BART through down town Livermore will bring more noise, traffic congestion to this already little city. PLEASE, PLEASE FOR GOD SAKE KEEP BART ON THE 580 FREEWAY AND OUT OF DOWN TOWN LIVERMORE.

PLEASE PUT THIS DECISION TO A VOTE BY THE PEOPLE OF LIVERMORE.

Sincerely Yours
James Moller

375 Junction Ave, Livermore
CA

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Ying Sang Man Organization/Business: _____
Address: 1830 Sinclair Dr. City: Pleasanton State: CA Zip: 94588
Phone: 925-462-8802 Email: ying.sang@pacbell.net

COMMENTS / QUESTIONS:

As a resident of Pleasanton working in San Ramon I like the GREENVILLE EAST alternative since I never have an opportunity to go east. I hear about the shops and restaurants in Livermore, but never go since Livermore seems foreign and remote. Having a downtown Livermore station makes it seem closer.

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Joe Mangels Organization/Business: _____
Address: 2919 Caberita Ave City: Livermore State: CA Zip: 94550
Phone: _____ Email: j.mangels@clrcd-edc

COMMENTS / QUESTIONS:

580 TO GREENVILLE & A LARGE
PARKING FACILITY



0
01/20/2010 08:54 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Wednesday, January 20, 2010 at 09:54:11

First Name: Susan
Last Name: Mangels
Email: smangels@comcast.net

Message: The TriValley needs BART straight down the I580 - to greenville AND its needs to be convenient to the ACE train. AND it needs to be done ASAP - the traffic load on I580 is very heavy and it is all the time now. Weekends are nearly as busy as a normal weekday.

Submit: Submit

REMOTE_ADDR: 128.115.27.11
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.5; en-US; rv:1.9.0.11) Gecko/2009060214 Firefox/3.0.11

2200 Marina Avenue
Livermore, California 94550-9026
December 3, 2009

BART Planning Department
300 Lakeside Drive
Oakland, California 94612

Attention: Mr. Malcolm Quint

Dear Mr. Quint:

I write in regard to the planning process for BART to Livermore. As a full-time caregiver now, I cannot get to the public hearing meetings, so am sending my comments in this letter.

When the HUB center in Livermore was established, I was very happy for the benefits it brought to transportation for Livermore citizens and visitors. I've used buses and the ACE train from the HUB, a most convenient transfer point for wherever one goes in the area.

Convenience for passengers is key to making transit systems effective. Therefore, I am in favor of the BART alternative that would bring trains under Portola Avenue to the HUB and then out to Greenville. Passengers on the ACE train would be more likely to use BART than a rapid bus system and would appreciate the easy transition stop.

We recognize that the cost of putting the system underground for some distance would be a hurdle, but that is the only possible snag we see. Objections have been raised as to blight, crime, and noise. The stations in Oakland and Berkeley have not been eyesores at all. The number of housing units that would be possible in the area here would contribute passengers and would fit into the housing goals already in place in Livermore. The trains would bring more customers than criminals, more concert-goers than outlaws. I cannot speak directly to the noise question, but look for studies to show us the extent of any possible problem with noise.

Of course, we are very happy that the process of considering BART to Livermore is moving ahead and are grateful to all in your department for your work on it.

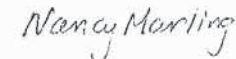
Sincerely,



Patricia Mann

Greetings.

Do not put Bart stations at either Isabel/Stanley or Downtown Livermore. These two stations would add too much traffic and noise into Livermore. Also, there is not enough space for tracks or stations, especially in downtown Livermore.

Thanks



 Mr Jack Marling
PO Box 495
Livermore, CA 94551-0495



"Mex" <mmahini@att.net>
12/25/2009 11:47 AM

To <info@bartolivermore.org>
cc
bcc
Subject Suggestion for Livermore Extension

Hello,

My suggestion will be to extend Bart:

- 1- Extend Bart along 580 to Isabel/580 Station to Las Positas College
- 2 - Bring it down to Downtown Livermore along Portola Ave.
- 3 - Straight to Greenville East Station.

By doing this, we have served two important location, college, downtown Livermore.

Isable/Standley Station doesn't make sense. Rest of areas can be served via bus.

Thanks

Max



mcadam@comcast.net
01/09/2010 12:48 PM

To info@bartolivermore.org
cc
bcc
Subject BART alignment

I have lived in Livermore since 1993 and have been willingly paying my taxes for BART. I would like to strongly recommend that Bart follow I 580. Bring BART into town or through our neighborhoods is a bad idea. It would be very ugly and noisy not to mention disruptive to the tranquility of the neighborhoods. Using I 580 will not create anymore of an eyesore than it already is and would position it well for what is really needed which is an extension to Tracy.

**Please do not undo the work already done to make Livermore a great community,
Keep Bart on I 580**



0
11/17/2009 05:57 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, November 17, 2009 at 18:57:59

First_Name: Bob

Last_Name: McCoy

Email: mccoym@comcast.net

Message: Running BART along I-580 would further impact the view from the interstate and move Livermore closer to the wide highways in LA. The sound walls have already taken away the views and continues to separate north Livermore. The proposed yard near Greenville would be next to large housing developments and would become an eyesore, even from I-580 this would be visible due to the Altamont. This would lower real estate values near the yard and further effect the tax base.

The Isabel/Stamley station would have the least impact on Livermore while providing Livermore with access to BART and ACE. There is more land there with no minimal existing housing which would lower the impact and not effect housing prices.

Submit: Submit

REMOTE ADDR: 71.202.79.106
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; WOW64; Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.0.30618; .NET CLR 3.5.30729; InfoPath.2; .NET CLR 1.1.4322)



0
11/22/2009 10:35 AM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, November 22, 2009 at 11:35:43

First_Name: Kent

Last_Name: McDonnell

Email: pmcdonnell@comcast.net

Message: I do not want BART extended into Livermore. I believe the tax dollars should be spent on improving road ways and fighting crime.

Submit: Submit

REMOTE ADDR: 76.126.225.123
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5 (.NET CLR 3.5.30729)



Thomas McGeehan
 <tmgee@pacbell.net>
 12/14/2009 06:53 PM

To info@bartolivermore.org
 cc
 bcc

Subject Livermore extension

This project should not even be considered. The East Contra Costa (Antioch) extension should be the only one being worked on this time for immediate construction. You have ignored this section far to long. There are a lot of people who have been paying for Bart since day one with the promise that it would be a priority for a station. How many years does it take to get Antioch an extension?? By far, the need is more than Livermore or any other location. Just look at the traffic tie ups and accidents daily.

Where has the board been, i cannot see any viable excuse for not pushing the East Contra Costa Antioch ahead of any other projects.

Tom McGeehan
 Former Antioch Resident



0
 12/18/2009 03:41 PM

To info@bartolivermore.org
 cc
 bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Friday, December 18, 2009 at 16:41:32

First Name: Mary

Last Name: McInerney

Email: dammac@comcast.net

Message: I sincerely hope that that the BART stations coming to Livermore are located on 560 at Isabel and Greenville. Bringing BART (and all things that go along with it) into downtown Livermore would destroy the small-town appeal we have going. Livermore is already too crowded; we don't need high-density housing and more bodies in town. I understand that downtown business owners feel differently, but they need to understand that the downtown station requires the sacrifice of financial and emotional security and well-being for many Livermore residents and some other business owners. Losing the home you raised your children in or the business you have put your blood, sweat, and tears into is too high a price to pay for so called progress. The stated goals can be met with the freeway stations and shuttles to Ace, downtown and other popular areas. This gives us, the residents of Livermore, the best of both worlds.

Submit: Submit

REMOTE ADDR: 128.115.27.11
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; InfoPath.2; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



"Mike McKee"
 <m.mckee@divsysinc.com>
 11/30/2009 08:18 AM

To: <info@bartolivermore.org>
 cc: "Mike & Terri McKee" <minest2005@sbcglobal.net>
 bcc:

Subject: Bart in Livermore

To whom it may concern:

Although I do not speak out very often, the BART expansion into Livermore has the potential of personally affecting me, my family and my neighbors.

We live one block south of Patterson Pass Rd. (Rachelle St. off Shelly) and thus am very much opposed to the new BART tracks following the existing rail-road tracks.

We accept the current railroad traffic, including the ACE train, but the continuously running BART trains with their noise, plus the foot- and vehicle traffic increase with a station at Vasco Rd. would be a huge detriment to our living conditions in these surrounding neighborhoods.

We would strongly support the BART expansion following next to the commute corridor (I-580), and welcome the convenience and commerce that BART will bring to our community. Please seriously consider the impact that the Patterson Pass route will have on these quiet communities.

Thank you,

Mike McKee
 Implementation Manager
 Diversified Systems
 3275 Edward Ave.
 Santa Clara, CA 95054
 408.969.1972 x37
 cell: 925.784.8186
 www.divsystems.com

Home Address:
 586 Rachelle St.
 Livermore, CA 94550

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Carla McRee
 <carlamcree@yahoo.com>
 01/19/2010 05:37 PM

To: info@bartolivermore.org
 cc:
 bcc:

Subject: bart expansion

My husband and I are Pleasanton homeowners. We are not in favor of the BART expansion the way it is being proposed as it would be too much of an impact on Pleasanton. It would increase noise levels to very sensitive communities. It is not right that Pleasanton would have to pay the price for Livermore's convenience and income production.

Please stick with the original plan! Please extend the BART service to Livermore along the I-580 meridian. This is less costly and provides easy access into Livermore. This plan seems to provide the best approach for everyone involved.

Thank you for your positive consideration.

Carla McRee
 1507 Trimmingham Drive
 Pleasanton, CA 94566
 925-461-2301



"Janice"
 <gmeamber@comcast.net>
 12/29/2009 01:57 PM

To: <info@barttolivermore.org>
 cc:
 bcc:

Subject: Comments on BART to Livermore

In our opinion, BART should maintain it's route along the I-580 freeway; it is the least expensive and the most accessible to more people.

We do not want it to cross through the development on Staples Ranch.

If there are two stations, we think the Isabel/I-580 Station and the Vasco Road Stations would be the preferred stations. If there is only one option, we think the Vasco Road Station would be the preferred option.

Thank you,
 Janice & Gerald Meamber
 Pleasanton, CA.



0
 11/20/2009 10:32 AM

To: info@barttolivermore.org
 cc:
 bcc:

Subject: inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
 () on Friday, November 20, 2009 at 11:32:53

First_Name: Paul

Last_Name: Medina

Email: Pmedina74@AOL.com

Message: I've lived in Livermore since 1994 and have enjoyed the city as it has grown. I live next to the railroad tracks close to Vasco rd. I don't have a problem with the train noise, but if I have to deal with the Bart trains every 20 mins. unfortunately I would have to move. Keep it a lined with the freeway.

verifytext: 0426

Submit: Submit

REMOTE_ADDR: 207.200.116.135
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.1; AOLBuild 4334.5006; Windows NT 5.1; Trident/4.0; GTB6;
 SIMBAR={D812E4A7-B263-46CE-9CCA-45731EA10120}; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; customie0)



"Mello, Gary"
 <Gary.Mello@aecom.com>
 01/21/2010 04:41 PM

To <info@barttolivermore.org>
 cc
 bcc

Subject BART to Livermore Extension Draft Program EIR dated
 November 2009

Mr. Malcolm Quint,
 Ordinarily I would be sending this e-mail from home, but with a 5pm deadline today I'm sending this from my office. These comments have nothing to do with my employer AECOM, but rather are strictly my own personal opinions as: a former Fremont City Councilmember; former Alameda County Transportation Committee member (now ACTIA); life-long resident (59 years) and taxpayer of Alameda County; and a Pleasanton resident for the last 13 years.
 I am completely opposed to Alternatives 1a, 1b, 2a, 3a and 5.
 I would be strongly in favor of any alternative that terminates @ Greenville Road/I-580, which would significantly reduce the negative impacts on the citizens of Livermore and Alameda County due to unnecessary traffic congestion on local roads and on I-580, especially at Vasco Road/I-580, if the end of the Line station is anywhere else.
 I would also very strongly discourage any end of the Line station in the middle of the City of Livermore. This is based on my own personal negative experiences for the last 38+ years with an end of the Line station in downtown Fremont, especially major negative traffic congestion and crime. Get the traffic coming from east of Alameda County off of I-580 as soon as possible, at Greenville Road.
 If you are limited to building a one station extension, build it at Greenville (I actually believe that your ridership projects for this end of the Line station as low, under any scenario).
 If you are limited to a two station extension, build one plus Greenville.
 If you eventually want to build three stations on this extension, build Greenville now, build another and set up a third location for a future station (like what was done at W. Dublin/Pleasanton), bypass one location now but put in the necessary infrastructure to easily add it back in later.
 Lastly, as a former Councilmember, who had a great deal to do with the successful passage of "Measure B" in 1986, which created ACTA, now ACTIA, which included \$170M in funding for the BART Dublin/Pleasanton (Hacienda) Extension, I believe that I have earned the right to have a strong opinion about how this final Tri-Volley extension is done.
 Thank you for your consideration.

Respectfully,

Gary J. Mello, P.E., R.C.E.
 Former Fremont City Councilmember
 Former Ala. Co. Trans. Committee Member (now ACTIA)



12/02/2009 09:23 PM

To info@barttolivermore.org
 cc
 bcc

Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
 () on Wednesday, December 2, 2009 at 22:23:57

First_Name: Paul

Last_Name: Mercurio

Email: paulandetty@comcast.net

Message: Your meeting 12/1/09 displayed how progressive Livermore residents are. I believe a station in downtown will be excellent for Livermore and BART's future. People will come and help Livermore thrive. I believe accessing downtown with the Portola alignment would be the best. Although the station cost is high an underground station would maintain Livermore's small town feel.

The other station should be at Greenville Rd. It provides the quickest and most visible location for Central valley residents. Drivers will use BART more if it's located at Greenville vs. Vasco. BART owns the land for a large yard which I think is a benefit to Livermore also. BART maintenance jobs pay well above the market and would be good for Livermore.

I do feel BART must connect to the ACE train. I realize ACE may not want both Vasco and Greenville stations, but ultimately BART and ACE need to be together. I'd rather have ACE at Greenville than Vasco if we could only have one.

So my recommendation is a combination of Portola and Greenville. Please consider this hybrid alternative. Thank you for your service.

verifytext: TUG2

Submit: Submit

REMOTE ADDR: 76.126.227.105
 HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
12/17/2009 05:53 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, December 17, 2009 at 18:53:55

First_Name: James

Last_Name: Messina

Email: kiddo_6179@comcast.net

Message: Please don't ruin downtown Livermore by bring bart through the
downtown area and by bringing crime to our town.

Submit: Submit

REMOTE_ADDR: 98.207.34.207
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; WOW64;
Trident/4.0; GTB6.3; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR
3.5.30729; .NET CLR 3.0.30729; yie0)



0
12/17/2009 05:47 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, December 17, 2009 at 18:47:43

First_Name: Sonya

Last_Name: Messina

Email: Kiddo_6179@comcast.net

Message: Please DON'T bring Bart to the downtown area of Livermore like
Railroad. It would be a waste of money and bring crime to Livermore just like
it does in Dublin. It will de-value the homes in the area, bring earplitting
noise to the quiet neighborhoods. Along with urban blight.

Please don't

Submit: Submit

REMOTE_ADDR: 98.207.34.207
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; WOW64;
Trident/4.0; GTB6.3; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR
3.5.30729; .NET CLR 3.0.30729; yie0)



"Jen Michaels"
<jenmichaels@sbcglobal.net>

To <info@bartolivermore.org>

cc

11/24/2009 12:32 PM

bcc

Please respond to
<jenmichaels@sbcglobal.net>

Subject: PEIR comment

I think it would be better for BART to extend along 580 to Greenville. I would like to see BART available to Livermore and Central Valley commuters. It would also be convenient for residents traveling to SFO, OAK, or San Francisco for business, as well as pleasure. However, I am concerned about the impact BART would have on Livermore residents and our downtown, if BART were to run through the city. I'm concerned about the noise, increased risk of pedestrians being hit, and potential increase in crime BART could bring to Livermore. I feel it would be less of an impact if BART ran along 580. Thanks for allowing me the chance to express my opinion.

Sincerely,
Jennifer Michaels



Don Miller
<don.miller9@comcast.net>
01/21/2010 10:59 AM

To info@bartolivermore.org

cc

bcc

Subject: route

As a long time resident of Livermore, I want the Bart to underground from Portola exit to the ACE station in downtown Livermore and then to the Vasco ACE station. This would provide the best opportunity for TOD at the Vasco site, and the best way to use existing stations.

Funding for TOD at the Greenville site would result in breaking our UGB because there is little land there inside the UGB for TOD. Our community wants to maintain its UGB intact.

Miriam Miller
2852 Waverly Way
Livermore, CA 94551
don.miller9@comcast.net



0
12/28/2009 06:59 PM

To: info@bartolivermore.org
cc:
bcc:

Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, December 28, 2009 at 19:59:48

First_Name: Joanne

Last_Name: Minahan

Email: joeyminahan@hotmail.com

Message: I support the freeway route as I believe it will be more cost
effective and be less obtrusive to people and businesses in the downtown area.

Submit: Submit

REMOTE_ADDR: 76.103.97.141
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1;
Trident/4.0; C796.3; .NET CLR 1.1.4322; .NET CLR 2.0.50727; MSN 6.1; MSNBSMT;
MSNNon-us; MSNco; MSNco)



AlexBarb
<bimitchell@comcast.net>
11/19/2009 05:02 PM

To: info@bartolivermore.org
cc:
bcc:

Subject: Comments on the proposed sites for a BART stop in
Livermore

Dear BART,

We firmly believe the best place for a BART stop in the Greenville
Road location. If that is not chosen, all the traffic coming over the
Altamont Pass will be routed into the city, where parking will be a
real problem. We need a HUGE parking garage, with many spaces
reserved for after 10 am travellers. Those of us who live in
Livermore can drive to the Greenville site or take a bus. If a BART
station isn't used much after commute hours, it is only because not
enough parking places are left.

We realize that the current "politically correct" thinking is to
locate the station in the middle of a residential neighborhood, but
this is downright stupid. The space required to build a parking
garage is at Greenville. We can rearrange our local bus schedules to
serve the BART location. The vast majority of riders will be coming
from east of Livermore. Getting them off the freeway and into BART
should be a priority.

Thank you.

Barbara and Alex Mitchell
5577 Bridgeport Circle
Livermore, CA 94551



0
01/13/2010 01:15 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 13, 2010 at 14:14:42

First_Name: Elizabeth

Last_Name: Mitchell

Email: e_mitch4u@yahoo.com

Message: My family has been a Livermore resident since early 40's. Being the second generation in Livermore, I have seen many changes and growth within the town.

Bart coming to Livermore is wonderful and great for the freeways and those who commute. However, bringing Bart into downtown Livermore is a good idea, but feel it is very unnecessary and it should be kept on the freeway.

*Cost to bring into town would be outrageous!

*There are currently busses that run which can take people from the freeway to town, for some it could even mean a nice walk.

*Although Bart would bring people to shop and see shows, it will also give crime an easier access to homes and town.

*Bart right next to a school can not be good for students. Downtown Bart would allow easy access for children to leave, and/or easy access for others, to get to a school for all the wrong reasons.

*If bart into town is such a great idea, how come Pleasanton, Walnut Creek, and other towns do not have it in their downtown?

Please KEEP BART ON THE FREEWAY!!

Submit: Submit

REMOTE ADDR: 207.212.245.59
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1)



0
01/15/2010 08:13 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, January 15, 2010 at 21:13:12

First_Name: john

Last_Name: mitchell

Email: jrmrelic@gmail.com

Message: Im a concern person bart coming into town theres no reason to clog our streets with more traffic and noise and possible crime into livermore keep it out on the freeway same as pleasanton and dublin. thanks keep livermore clean

Submit: Submit

REMOTE ADDR: 71.135.54.174
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.5; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7



Ken Mitchell
<kensan1@psbcglobal.net>
01/01/2010 09:19 AM

To info@barttolivermore.org
cc
bcc

Subject My Comments

My comments about bringing BART to Livermore:

1. The train-route should stay on the freeway. It's the least expensive route since the land is government owned already and it doesn't wipe out downtown property to make large parking lots and a station. We just can't spend the multimillions (or billions) for undergrounding the system. BTW, don't depend on federal money for this project. The government is frickin' BROKE.
2. The only stations that make sense are the Isabel/I-580 and Greenville stations. The latter should have priority since this station would more likely be used by primarily Central Valley commuters so thus give some relief to western freeway traffic. There also is lower cost space for parking in these locations that just isn't available in the downtown area. As you well know, parking is one of the biggest drawbacks to taking BART right now unless you get there really early to find a space.
3. I believe that only the Freeway route will be built within my lifetime. I really would like to experience it since I've paid into this system since its inception.

Thank you.
Ken Mitchell
Livermore



Joanne Moody
<jmoody@gmail.com>
12/28/2009 07:10 PM

To info@barttolivermore.org
cc
bcc

Subject Bart to Livermore Extension

I have been using BART since I moved to Livermore in 1981. I am looking forward to the overdue completion of the Livermore extension. I highly recommend that the BART station be located on 580. There are several potential locations along 580 - all are good ones. This is the most cost-effective way to build the station and best serves the riders.

Sincerely,
Joanne Moody
555 Cinnabar Drive
Livermore, CA 94550
925-557-9860



Claire Moran
<claire_b_moran@yahoo.co
m>

12/30/2009 08:53 PM

To: info@barttolivermore.org

cc: Bill Moran <bill.moran@att.net>

bcc:

Subject: Suggestions for BART to Livermore

To Whom It May Concern:

We have studied the various proposals for BART to Livermore routes/stations, and we believe that the single station option at Isabel/I-580 (Alternative 4) is not only the least expensive but also the most likely to be completed the earliest.

Furthermore, there are buses that go to Las Positas and can take riders anywhere within Livermore.

Thank you for the opportunity to share our views.

Claire and Bill Moran
Livermore Residents



Masmori@aol.com

11/22/2009 03:57 PM

To: info@barttolivermore.org

cc:

bcc:

Subject: BART to Livermore Extension Program

Hello.

I am not able to attend the Dec.2 meeting, but I'd like to vote for the route, which goes through: El Charro Rd--Railroad Ave--Downtown--Ex-Southern Pacific Railroad, considering using the Railroads is more economical.

Thank you.
Mas Morimoto
5382 Eaglebrook Terrace
Dublin, CA 94568



Jonathan Moss
 <bubbamoss@yahoo.com>
 11/16/2009 08:47 PM

To info@barttolivermore.org
 cc
 bcc

Subject: thoughts on expansion

First, I fully understand I am not a resident of Livermore but a resident of Pleasanton. That said, I think that one of the most useful things for Livermore would be to have a downtown station. It is too bad that Pleasanton does not have one. A downtown Livermore station would help increase visitation from outside the area (especially wine tasting), provide a means of transit for Pleasanton residents from Pleasanton to Livermore, and would also provide a transit corridor from Livermore to Stoneridge Mall.

As for the others, there are pros and cons for them. Isabel and Stanley would be nice because it does not affect neighborhoods as directly as the Portola route. On the other hand, the 580 corridor is more readily accessed from both sides of the freeway without such need to drive side roads like Isabel. A Vasco Rd. stop would be nice for Lawrence Livermore Labs and Sandia and it would encourage more commerce to move into the business parks in the area. And then I would definitely keep the Greenville station as the main transit hub for central valley commuters. The ability to get off the freeway before Livermore means that there is less need to merge with Livermore traffic and Vasco traffic, which would likely reduce congestion during the commute hours.

There you have my 3 cents worth (inflation). Thanks for reading through my thoughts.
 Jonathan Moss
 Pleasanton, CA



0
 01/20/2010 02:02 AM

To info@barttolivermore.org
 cc
 bcc

Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 {} on Wednesday, January 20, 2010 at 03:02:44

 First_Name: Nancy

Last_Name: Mulligan

Email: n.mulligan@comcast.net

Message: If it's possible to have 2 stations in Livermore, I support one station at Greenville Rd. and the downtown station. If we need to choose just one for the time being, I support the Greenville freeway station. We need to get some of those cars off the freeway. Only building one downtown would be a serious mistake and cost way too much.

I vote for the freeway at Greenville.

Submit: Submit

 REMOTE ADDR: 24.130.7.27
 HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.5; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7

January 17, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Dear Mr. Quint:

We support building BART on I580 with a station at Isabel and at Greenville. This route will be the least expensive and carry the most riders. In these tough economic times, it is the route that is the most likely to be funded in our lifetimes.

This alignment gives us relief for the I580 commute and is the most convenient for all to use.

Thank you for your consideration of our request. *Layona*

Susan M. Mayall, 814 Laguna St, Livermore, CA 94550

Brian W. Mayall, 814 Laguna St, Livermore, CA 94550

Cc: Board Of Directors, BART

January 17, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

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This alignment gives us relief for the I580 commute and is the most convenient for all to use.

Thank you for your consideration of our request.

Stephan H. Rodriguez

Diana P. Rodriguez

Norma Witt

67 Harschmit Court, San Ramon

Cc: Board Of Directors, BART

January 17, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

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This alignment gives us relief for the I580 commute and is the most convenient for all to use.

Thank you for your consideration of our request.

Harold K. Stank, 4365 ^{Clarewood} Clarewood Ln PLS 94588

Jack OGDEN 3263 VINEYARD AVE #17

William Corwin name #58

Verlen Gabriele 1191 Kuttigau Dr

Robert Leyda 4755 Sutter Gate Ave

Harold M. Swanson 5416 GERRARD WAY 94526

Harold Mandel 104 KENTON WAY - 94566

John Vincent 9443 Stonedale Dr. Pleasanton

Cc: Board Of Directors, BART

January 17, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

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This alignment gives us relief for the I580 commute and is the most convenient for all to use.

Thank you for your consideration of our request.

M. L. Van Dreser

M. L. Van Dreser

40 Castledown Rd.

Pleasanton, CA 94566

Cc: Board Of Directors, BART

January 17, 2010

Mr. Malcolm Quint
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Dear Mr. Quint:

We support building BART on I580 with a station at Isabel and at Greenville. This route will be the least expensive and carry the most riders. In these tough economic times, it is the route that is the most likely to be funded in our lifetimes.

This alignment gives us relief for the I580 commute and is the most convenient for all to use.

Thank you for your consideration of our request.

Barbara F. Whiskey
Todd Wiskamp
Frank D. Charles
Sydney Vatturo
Deane J. Charles
Ray Bunt
John Sailer
Jane Cain Murphy
Maria L. Vaccaro
S. J. Wiggins
Kim G. H.
Mike King
Tom Wiskamp
Co. Board Of Directors, BART
Linda J. Searns



0
11/20/2009 09:26 AM

To info@barttolivermore.org

cc

bcc

Subject inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 20, 2009 at 10:26:30

First_Name: Tony

Last_Name: Narduzzi

Email: tonymarduzzi@comcast.net

Message: To whom it may concern,
I've reviewed the proposed routes for bringing BART service to Livermore, and as a 30 year resident of Livermore, I'd like to voice my opinion and concerns.

First off, I think its great that BART will come to Livermore. My biggest concern is where the funding to do this project will come from. California is running a huge deficit, and while this project would create jobs in the short term and provide a long-term benefit to our town, I fear that a project like this will require tax increases somewhere.

As for the proposed routes, I think the best proposed route is Alternative 1. This provides two stops in town and keeps the BART train out of town and largely away from residential areas, similar to how the Dublin/Pleasanton stations are situated. I believe that bringing the trains into town will cause a lot of congestion, noise, and will negatively impact our small town's character. Having the Isabel/I580 station will limit the excess traffic to an area very near the freeway, making it a much more convenient location for commuters driving in from points east, and limiting the impact on city streets from the increased traffic they'll certainly see.

My second choice is Alternative 2, as it appears it would possibly link BART with the ACE train, while still largely keeping the train away from town and providing stations near the freeway versus in town. I believe the negatives far outweigh the positives in bringing BART to downtown Livermore. For the reasons I've stated above, please keep the stations near the freeway to minimize the impact this will have on downtown Livermore and residential areas.

Thank you,
Tony Narduzzi

Submit: Submit

REMOTE ADDR: 24.130.7.142
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 1.1.4322)



0
11/20/2009 06:14 AM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 20, 2009 at 07:14:57

First_Name: Lorna

Last_Name: Naugle

Email: naugles25@comcast.net

Message: I have lived on the Peninsula, Fremont and now in Tracy in the course of my lifetime. I recall older citizens voting in the bay area before bart was built. Santa Clara County did not want their taxes increased and voted the system down. This was a missed opportunity that affects generations of commuters.

We now have another opportunity to "get it right".

ACE and BART need to connect at Greenville. We have muliple transit systems and there is such a disconnect. We need to step into the twentieth Century (Yes, not twentyfirst century)and get it right, making it an equitable system for all.

Lorna Naugle

Submit: Submit

REMOTE ADDR: 67.181.59.244
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 6.0; GTB6;
SLCC1; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30618)



0
12/04/2009 02:03 PM

To info@bartolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, December 4, 2009 at 15:03:34

First_Name: Melba

Last_Name: Nobriga

Email: nobriga3041@att.net

Message: I have lived in Livermore since 1969. Just want to express my comments regarding Bart service to Livermore. I believe that Bart should be at 580 with a station at Greenville. A shuttle could run between the station and downtown Livermore. How does Bart expect to attract commuters to ride if they had to drive downtown - would make more sense to have the established parking lot at Greenville. Plenty of space/land there.
Thank you.

Submit: Submit

REMOTE ADDR: 99.73.161.164
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0)

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): HALD NYGAARD Organization/Business: _____

Address: 1513 TRIMINGHAM DR City: PLEASANTON State: CA Zip: 94566

Phone: _____ Email: _____

COMMENTS / QUESTIONS:

RUN THE TRAINS DOWN ROUTE 580
#1 CORBIN VUE - EAST

January 7, 2010

BART Planning Department
300 Lakeshore Drive
Oakland, CA 94612

Attn: Mr. Malcolm Quint

Ref: BART Extension to Livermore

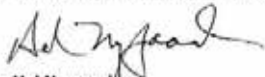
Dear Mr. Quint,

I would like to express my opinion as to the route this proposed extension might take.

I am enthusiastic for the project to begin, but only if the route would follow I-580 into Livermore. My reasons are as follows:

1. Much lower cost than running through the Staples Range area into Livermore.
2. Construction could begin quicker than going through Staples Ranch with the increased studies, etc. that would be required on those routes.
3. An aerial structure is very unsightly.
4. Less noise objections running along I-580 than the other routes.

Thank you for your consideration of my views.



Hal Nygaard
1513 Trimmingham Dr.
Pleasanton, CA 94566
(925) 461-9057
Jehn1513@aol.com



"bobolness2@juno.com"
 <bobolness2@juno.com>
 01/18/2010 10:47 AM

To info@barttolivermore.org
 cc
 bcc

Subject: The BART to Livermore Extension

Comments for consideration by BART Planning Department:

It is my belief that the interests of a significant majority of concerned persons will be best served by keeping the proposed BART extension out along I-580. This conclusion is based on the following considerations:

From my own experience, it appears that the rush hour traffic on I-580 contains only a relatively small proportion of vehicles from Livermore. On weekday mornings, the westbound freeway is already full as traffic approaches Livermore from the east. In the evening, most of the eastbound traffic proceeds on beyond Livermore. Extending BART as far east as possible should alleviate some part of the current traffic congestion on I-580 by providing an alternate means of travel for those commuting from points east of Livermore. We should locate BART service where the traffic is - out by the freeway.

Wherever a BART station is placed, parking will be a major concern. It can be anticipated that only a small percentage of users will be willing or able to walk to a station in Livermore, no matter where it is placed. Consequently, parking space will be required for most riders. Parking already looms as a problem in Livermore. Bringing BART in will only make it worse. A freeway location seems better suited to the provision of adequate parking.

The two preceding paragraphs offer powerful arguments against any plan that has BART terminating in the city, either downtown or at the Isabel-Stanley intersection. Whatever happens with regard to a station in Livermore, a major potential benefit will be forfeited if the extension does not extend east of Livermore.

The noise issue should not be disregarded. With current schedules featuring trains in each direction every 15 or 20 minutes, there will be a train through any intermediate point every 7 1/2 or 10 minutes. Do we want this disruption in the downtown and residential areas?

An evident beneficiary of BART in downtown Livermore would be the Performing Arts Center. Patrons using BART could come and go by rail with no need for local parking space. Much of this usage, however, will be during evening hours when traffic issues are of less concern. A downtown station would undoubtedly be a convenience to some, but how much weight do we give such interests in locating the BART line?

The above comments offered by Robert J. Olness, 4345 Guilford Ave., Livermore, CA 94550

Small Business Tools
 Click here for to find products that will help grow your small business.
http://thirdpartyoffers.juno.com/TGL2131/c?cp=Pm7DH10B9qdsKNFamV1NRAAAjz1zj_N1SqzyRwRfLfxzAhAYAARHQAAAAA=



"Dave Osterman"
 <dave.osterman@gmail.com>
 01/18/2010 09:07 PM

To <info@barttolivermore.org>
 cc
 bcc

Subject: BART extension to Livermore

I strongly support BART to Livermore, but equally strongly oppose cutting through Staples Ranch and Chain of Lakes in Pleasanton. I believe that BART should go down the freeway terminating at Greenville East with a single station at Greenville. At a later date infill stations can be added at locations to be determined.

Dave Osterman



"Lisa Osterman"
 <lisa.osterman@comcast.net
 >

To <info@barttolivermore.org>
 cc
 bcc

01/18/2010 06:36 PM

Subject: One More Alternative

Recommendation: One Station Only at Greenville East

Key Benefits

- * Most direct approach down I-580
- * Furthest extension East, which is the main goal
- * Including Isabel station seems excessive since the distance from Dublin/Pleasanton Station to Greenville is only 11.5 miles
- * Can add another station to connect to Fremont/San Jose or Brentwood/Antioch/Pittsburgh wherever appropriate in the future
- * Freeway routing reduces neighborhood and noise impacts
- * Connects to ACE
- * Best utilizes yard and station sites purchased by BART in 1980s

Lisa Osterman



"Chris Ostlund"
 <chris@ostlunds.com>
 11/18/2009 06:00 PM

To <info@barttolivermore.org>
 cc
 bcc

Subject: Extension comments

I believe that only two station options be considered for the following reasons:

1. The idea that we could build one station now and add on later is ludicrous, it will never happen. A Livermore extension, by the original plan should have been built 35 years ago. At the public hearing today we heard from our director that he hopes an extension could be done in 10 - 15 years but he doesn't rule out 25 years. That would mean Livermore will, at a minimum, have waited 45 years for their promised station possibly 60 years. If a second station isn't in this plan it will not happen, at least in the life span of those who or whose parents voted for BART.
2. I think it is important to take the extension all the way to Greenville to reduce congestion on 580 from commuters coming from over the Altamont.

Chris Ostlund
 556 Meadowlark St.
 Livermore, CA 94551
 Costlund1@yahoo.com



0
01/19/2010 02:55 PM

To: info@bartolivermore.org
cc:
bcc:
Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Tuesday, January 19, 2010 at 15:55:58

First Name: Billie

Last Name: Otis

Email: brobrat@sbcglobal.net

Message: Thank you for the opportunity to comment on the Bay Area Rapid Transit (BART) District's proposed alignments for extending BART through Livermore to Greenville Rd. While I have long been in support of this particular extension, I am concerned that most of the proposed routes do not follow the I-580 median, a corridor that, according to the Alameda County Congestion Management Agency (ACCMA), has been the Bay area's second most congested route since 2003.

According to the Initial Study/Environmental Assessment for the I580 Westbound HOV lane, the Metropolitan Transportation Commission (MTC) projects that the number of commuters to and from the Bay Area will "nearly double over the next 20 years". In addition, "the largest increases in the number of commuters . . . will be from San Joaquin, Stanislaus, and Merced counties traveling along I-580" from the Central Valley. Even the Environmental Impact Report (EIR) associated with the Livermore extension project states that this extension is expected to "alleviate congestion on I-580, especially during the heavy commute hours between the Central Valley and the San Francisco Bay Area across the Altamont Pass". It seems obvious that the quickest and most effective BART alignment to get Central Valley commuters through the Tri-Valley is straight down the I-580 median. In fact, according to the EIR projections for this extension, the shortest and cheapest route would also attract the most riders - 31,700 new daily BART riders by the year 2035.

With the purpose and goal for work on the I-580 corridor through the Tri-Valley so well defined, the fact that you are even considering eight alignments other than the I-580 median, especially the elevated tracks through Pleasanton, smacks purely of politics, not smart planning and effective use of funds. The greatly increased cost for the Livermore extension to Greenville, on a route other than via the I-580 median, guarantees that it will be years before it will be completed.

In addition, I fail to see how the tremendous increase in cost to have BART meander through Livermore brings commensurate benefit to anyone. Central Valley commuters riding BART will certainly not want more time added to their commute. Even the majority of Livermore residents have not been in favor of the downtown alignments at their Public Hearings.

As for the extraneous stations that are proposed (not including the "Isabel/I-580" or the "Greenville East" stations), I'm not aware of any documentation that indicates there is enough BART rider-ship to and from the Lawrence Livermore Labs to offset the cost of the "Vasco Road Station". However, if it can be proved to be cost effective due to increased Lab employee

rider-ship, by all means build this station. Perhaps the Labs would be willing to provide the funding.

From what I can see regarding the "Downtown Livermore Station", it has only been proposed by Livermore in the hopes of luring commuters to their downtown to spend money on weekends - which certainly doesn't justify its build. It certainly hasn't been planned as a major station for those living in Livermore to use because the parking is minimal. Commuters from the Central Valley are not going to hop off the I-580 to travel through Livermore to access the station when they can get on BART, or the train, at Greenville Rd.

Additionally, anyone using the "Downtown Livermore Station" during commute hours, assuming they can find parking, is only going to add to the Livermore traffic congestion now experienced by commuters trying to access SR84 via south First St. and those residents trying to get to and from Livermore High School during commute hours. As a carpool provider for several Livermore High students, I have experienced the daily delays and backups firsthand.

Finally, the proposed alignments that include an elevated track through the Pleasanton Staples Ranch area, with an "Isabel/Stanley Station", is absolutely unnecessary, and is indeed, unacceptable given the cost and negative aesthetics. There is no satisfactory way to mitigate the visual, noise, screech and vibration pollution inherent with a train on an elevated track - an elevated track that is proposed to be built over a senior continuing care facility, an auto mall, retail space, and a community park that includes an ice skating facility and a 5-acre neighborhood park planned for the Staples Ranch property. Residents living on the eastern side of Pleasanton are already sensitive to the noise from the Livermore Airport. An elevated train will only exacerbate the situation.

Given that the purpose of the BART Livermore extension is to relieve congestion between the Central Valley and the Bay Area, I fail to see how approving any alignment other than the shortest and most cost effective route following the I-580 median, that will also, coincidentally, attract the most riders, can be justified. If, however, politics prevail, and extraneous BART tracks through Livermore are approved, then let all of the tracks run through Livermore. Extend BART from the "Dublin/Pleasanton Station" up the I-580 median and branch off to meander through Livermore at Portola Ave after the "Isabel/I-580 Station".

Thank you for your consideration on this matter.

Sincerely,
Billie Otis

Submit: Submit

REMOTE ADDR: 76.218.108.186
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; yie8)



Steven Page
 <pagefam5@sbcbglobal.net>
 12/31/2009 11:10 AM

To: info@barttolivermore.org
 cc:
 bcc:
 Subject: extending Bart to Livermore

We are writing to voice our concern on Bart to Livermore. WE have waited over 20 years for the extension and thinks that the plan of adding Three stations south of I580 is too costly and intrusive on residence and local traffic.

We would like to see BART Stay on I580 and maybe eventually over the Altamont to Tracy. We favor the proposed Isabel and Greenville stations. The local Wheels could coordinate it's bus schedule from Greenville to LLNL if that proved to be a popular option for employees. Perhaps, LLNL our arrange its own shuttles.

KEEP the tracks out of Downtown Livermore and ON 580

Steve and Sue Page



0
 01/20/2010 03:11 PM

To: info@barttolivermore.org
 cc:
 bcc:
 Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Wednesday, January 20, 2010 at 16:11:07

First_Name: Clarence

Last_Name: Parkison

Email: parky4@comcast.net

Message: I would like to see BART come into town underground along Portola to a underground station in downtown then procede above ground to Greenville Rd. to meet up with the ACE Train and have the BART shops in that area. Thank you.

Submit: Submit

REMOTE_ADDR: 76.103.102.161
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; Trident/4.0; GTB6; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; .NET CLR 3.0.30618; Media Center PC 5.0; SLCC1)



0
01/03/2010 11:37 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Sunday, January 3, 2010 at 12:37:57

First_Name: Pamela

Last_Name: Passanisi

Email: pamela.passanisi@comcast.net

Message: Hi,

I am a long time Livermore resident and I am not in favor of BART running through our downtown area. I am extremely concerned with the crime and loitering it will bring to our beautiful area.

Additionally, I am not in favor of BART stopping any where in the Livermore area. We don't need the the awful things it will bring to our community and our economy.

If BART must expand, it must stay outside of the city and along the 580 corridor. It should never make stops inside of the city.

Thank you for your kind consideration.

Submit: Submit

REMOTE_ADDR: 98.207.211.3
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; InfoPath.2; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

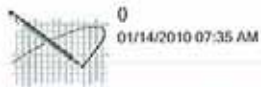


michele.paulo@vzw.blackberry.net
12/08/2009 12:58 PM
Please respond to
michele.paulo@vzw.blackberry.net

To info@bartolivermore.org
cc
bcc
Subject Bart to livermore

Totally against it-keep it out of downtown-a stop at the college is close enough!

Sent from my Verizon Wireless BlackBerry



0
01/14/2010 07:35 AM

To info@barttolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 14, 2010 at 08:35:38

First_Name: George

Last_Name: Pavel

Email: pavels@comcast.net

Message: Dear Mr. Quint,

My desire is to have BART coming to Livermore as soon as possible. I like the option of having a BART station at the freeway and Isabel, and then having BART come downtown to the Transit Center. However, the path through town must be done underground to avoid the physical division of sections of town that an elevated or ground-level rail line would cause. If that means adding years to the availability of BART, due to time or cost, then I prefer having BART continue along the freeway to either Greenville or the ACE station at Vasco..

Thank you.

George Pavel

verifytext: 04za

Submit: Submit

REMOTE_ADDR: 74.4.45.200
HTTP_USER_AGENT: ,



0
01/14/2010 07:25 AM

To info@barttolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 14, 2010 at 08:25:41

First_Name: Lindsay

Last_Name: Pavel

Email: pavels@comcast.net

Message: Dear Mr. Malcolm Quint,

After considering the proposed BART routes through Livermore, my wish is for BART to continue down the highway median.

Factors affecting my decision are parking, noise, congestion, disruption, speed of construction, and price.

BART needs parking, and more parking will be available near the freeway. A (gas or electric-powered?) shuttle can transport passengers to and from the Livermore Transit Center, which is right near the theaters.

The BART trains are incredibly noisy. To run them through Livermore, they would have to go underground. Underground construction would take longer, disrupt the lives of our citizens, add dirt and dust to our environment, and be more expensive than running the tracks down the freeway median.

I want BART in Livermore, the sooner the better, and constructing it along the freeway median will bring the BART train to us faster. Later, if the need becomes obvious, we can add BART or, according to my preference, a light rail system in town to reduce our reliance on cars even further.

Thank you for your consideration,
Lindsay Pavel

Submit: Submit

REMOTE_ADDR: 74.4.45.200
HTTP_USER_AGENT: ,



0
12/17/2009 01:11 PM

To info@bartolivermore.org
cc
bcc

Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, December 17, 2009 at 14:11:04

First_Name: Michael

Last_Name: Peel

Email: mike@hometowngmac.com

Message: I support the Bart extension on I580. It's closer to the college.
It will keep traffic out of downtown livermore.
Most important is the cost in this economy...it should go the shortest
direction...& the fastest direct way. Someday it will go to Tracy.
Go...Go...Go...I580.

Thanks

Submit: Submit

REMOTE_ADDR: 12.235.123.161
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; GTB6.3)



Ken Perine
<kperine@sbcglobal.net>
11/30/2009 08:22 AM

To info@bartolivermore.org
cc
bcc

Subject: DEIR

Greetings,

I just wanted to voice my support for a future BART alignment with stations in downtown Livermore and at Vasco Rd. The potential for TOD at both of these sites, I believe, makes these the most logical selections. Ideally, the downtown station would be a very pedestrian friendly station (i.e. Rockridge) and the Vasco Road station could accomodate a parking structure for commuters coming over the Altamont. I think the Vasco Road station has tremendous potential to increase ridership, not just as a starting point for trips, but also as a destination, due to the proximity to so many employers in that area of Livermore. The potential to connect these sites with other existing transportation services (ACE,buses) makes them even more attractive.

Ken Perine

**BART to Livermore Extension Program
Draft Program Environmental Impact Report (PEIR)
Comments**

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): John Ferreira Organization/Business: _____
Address: 1001 Muirista Blvd 88 City: Livermore State: CA Zip: 94550
Phone: 925-321-3755 Email: _____

COMMENTS / QUESTIONS:

BART TO LIVERMORE should
be built along 580 to Greenville Rd.
all other plans cost more,
wast land-housing along other routes
BART should also run 24 hrs
Chicago, ILL has transportation all over
never stranded.
BART should circle the Bay San Jose
Having BART 24 hrs people would get
out of their cars at Bay Area
BART along 580 like Dublin-Fremont
to routes west.
Crime & noise should be considered
also NO BART TO DOWNTOWN Livermore
I would leave my car at home
I could get to BART along 580.



Paul <SEUltra@comcast.net> To info@barttolivermore.org
11/17/2009 01:07 PM cc
bcc
Subject Bart to Livermore

This is great. Quit talking and build it. This should have been done years ago.

Paul Petach





0
01/02/2010 04:09 PM

To: info@bartolivermore.org
cc
bcc

Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Saturday, January 2, 2010 at 17:09:17

First_Name: Christine

Last_Name: Petro

Email: BrownChristine@gmail.com

Message: Keep BART out of neighborhoods and developments - keep it in the 500 median where it belongs. That way drivers causing congestion and smog have ready reminders of how accessible, fast and simple public transportation can be.

Submit: Submit

REMOTE ADDR: 76.103.236.230
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB6.3;
.NET CLR 1.1.4322; .NET CLR 2.0.50727; MS-RTC LM 8; InfoPath.1; .NET CLR
3.0.4506.2152; .NET CLR 3.5.30729; TETS-7-20080923; TEIS-7-20080923)



0
12/16/2009 01:59 PM

To: info@bartolivermore.org
cc
bcc

Subject: Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, December 16, 2009 at 14:59:50

First_Name: Ann

Last_Name: Pfaff-Doss

Email: graphic.dog@gmail.com

Message: I watched the televised presentation to the Pleasanton City Council last evening and have downloaded the alignment alternatives map from this website.

In looking at the alternate routes, it appears to me that the Portola (Alternative J) would address most of the concerns of Valley residents provided that it didn't stop just east of Downtown Livermore, but rather, continued on to the proposed Greenville East station.

As a 31-year resident of Pleasanton, it has always seemed that Alternative I (down 1580) to a Greenville station made the most sense. It would have the least impact on existing housing and would provide a railhead where there was adequate room for both parking and a maintenance yard.

However, I am aware that many Livermore residences and business people seem to feel that a station in downtown Livermore is desirable. And, if it gets there via Portola it will be near areas where transit housing can be built.

However, as a Pleasanton and Valley resident, I see no benefit in routing the trains through what is projected to be a major recreation area. If the Chain of Lakes area was slated for housing development, that might be different. However, as it stands, the BART trains in this area would only be a liability.

verifytext: JHVS

Submit: Submit

REMOTE ADDR: 71.202.165.231
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.5; en-US;
rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5

Kenneth A
Duron/LMA/Oak/BART
12/29/2009 08:21 AM

To: John and Sylvette Phillips <phillips_09266@msn.com>
cc
bcc: Malcolm Quint/MSQ/Oak/BART
Subject: Re: bart route to Livermore ☐

Mr. Phillips,

Thank you for your email. Your message will be shared with the Board of Directors as requested. A copy will be provided to our Program Manager for the proposed Livermore Extension.

Thank you for your interest.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov
John and Sylvette Phillips <phillips_09266@msn.com>



John and Sylvette Phillips
<phillips_09266@msn.com>
12/25/2009 09:41 AM

To: <boardofdirectors@bart.gov>
cc
Subject: bart route to livermore

To Bart Directors And Rout Study:

I am a livermore resident and would like bart to follow the 580 corridor, not to deviate to downtown Livermore. Livermore has a great transit system in the "Wheels bus system" and that also supplies "dial a ride" which has been serving the greater valley areas for years. The 580 route for bart would only strengthen our bus and taxi systems.
John Phillips Livermore resident for 35 years.



Don Pickett
<don.pickett@yahoo.com>
12/03/2009 12:14 PM

To: info@bartclivernmore.org
cc
bcc
Subject: Favor Alternative 4 & 1

Robert Allen,

First off, I do not support any alternative that imposes visual and noise impacts to neighborhoods or downtown. I agree with your position on #4 & #1 for those reasons, however #4 will not resolve the freeway traffic backups because of 2 areas that generate a lot of that traffic; Vasco Rd (north livermore, discover bay, and brentwood traffic) and Tracy. That leaves #1 as the ideal choice if funding can be obtained.

I can not believe that the Performing Arts groups want downtown lines as a way to advance their cause. How self centered at the expense of neighborhoods and our small town living style.

Regards,
Don Pickett
Livermore, CA
don.pickett@yahoo.com



0
12/22/2009 06:00 AM

To: info@barttolivermore.org
cc:
bcc:

Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, December 22, 2009 at 07:00:05

First_Name: Lawrence

Last_Name: Pingree

Email: geekguy@geek-guy.com

Message: I believe that Alternative #1 seems to be the most appropriate with the least impact to the current environment. I'd really like to see Bart make faster progress on the Livermore extension as I know livermore residents have paid for it for quite some time.

Submit: Submit

REMOTE ADDR: 71.135.57.42
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.0; en-US; rv:1.9.1.6) Gecko/20091201 Firefox/3.5.6 (.NET CLR 3.5.30729)

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): John Pitts Organization/Business: Retiree
Address: 6100 Miraflores City: Livermore State: CA Zip: 94550
Phone: (925) 947-3243 Email: jpitts@earthlink.net

COMMENTS / QUESTIONS:

*Please approve my request for Alternative
1 extension because it allows riding to show attend school
and give convenient transportation to the Bay Area.
Also, please prioritize the extension of BART to
Livermore so I will be able to use it during my
lifetime. Thank you*





"John Pizer"
 <jpizer@ricohsv.com>

01/20/2010 08:26 PM

Please respond to
 <jpizer@ricohsv.com>

To <info@bartolivermore.org>

cc

bcc

Subject BART to Livermore Route request

To staff of the "BART To Livermore" program or to whom it may concern,

I work as a manager charged with the duty and privilege of working to maintain a technology driven position with Ricoh Americas Corporation to run the Americas Developer Program in Cupertino (South Bay). My wife and I (and 2 children, 4 and 5 respectively, born and raised in Livermore) have lived and thrived in Livermore since June, 2000 when we purchased our first home here.

Since moving to this city we have enjoyed the Livermore community, schools, wine country, restaurants, movies, rodeos and downtown festivals. I suspect we are among the select few that understand that the Donut Wheel is a popular local TV news stop and that the Wente tasting room is great way to pass a Saturday afternoon. Having watched other communities such as Antioch, Brentwood and Dublin expand their townships unchecked since the late 1990's, we have been both delighted and pleased to dwell in Livermore and to watch the community and city "grow up" and not "grow out". We are avid supporters of several slow growth initiatives passed by the residents of the City of Livermore. We were also avid supporters of the downtown restoration process currently underway an ongoing.

We find we are again pleased to see yet another step that Livermore can take to create a better connected community without the need to extend housing tracks as has been done in other communities around the Bay Area and most notably, the sprawling and un-ending Southern California area where I grew up. Returning home to Livermore from Southern California is always a welcome relief as we see windmills and rolling green and brown hills, most of them grape covered.

In my professional work history, I counted San Francisco as a daily stop at my consultancy position with Arthur Andersen, LLP. Working for a technology company today, I find many instances where I still need to travel to San Francisco for business or for access to SFO for travel as I travel the Americas in support of my and my company's work. Of course, we are avid fans of baseball as well and we take our daughters to San Francisco on weekends that allow it using the BART system.

In an effort to support Livermore's continued efforts towards slowed/moderated growth strategies and at the same time create ways that professionally and personally improve resident livelihoods and reduce the traffic on our roads, we find ourselves fully supportive of BART to Livermore's goals to bring mass transit to not only our community, but to also that of the Tracy and Brentwood areas.

In the past, we lived in Concord for many years, listening to the overhead rail system that supported BART there running through several communities. Albeit quiet, the distinctive noise could be heard for miles. BART Stations, very close to resident housing areas, were a constant strain of police involvement.

Knowing this, we also advise moderation in the implementation of the proposed plans. Several of the plans call for proposals that would bring BART trains in frequencies of 20 minutes very close, if not adjacent to or above, our families and homes. Other plans call for the construction of tunnels that would run under existing communities and are seemingly cost prohibitive. Still, other plans include plans for stations that would require additional Police enforcement at areas that do not require current enforcement (e.g., the Isabel / Stanley proposed station), additionally stretching city resources and becoming a concern for crime or vagrancy.

To this end, please note our supported routes we think would live up to and enrich the lives we have enjoyed here in Livermore. In your consideration, please understand the request of persons who hope to call themselves, long term residents of a great town.

1st Choice

Alternative 1 (Isabel-580 / Greenville East) – This route aligns the proposed BART route with an already existing freeway system. Construction costs, while not low, would be mitigated by an area with suitable area for a light rail system without the need to move large amounts of infrastructure. BART system generated noises and parking traffic would remain at, or near the freeway system. Livermore area residential homes would experience minimal effect during construction for what would certainly be a multi-year project.

2nd Choice

Alternative 2 (Isabel-580 / Vasco Road) – Similarly as above, this route aligns the proposed BART route with an already existing freeway system. Construction costs, while not low, would be mitigated by an area with suitable area for a light rail system without the need to move large amounts of infrastructure. BART system generated noises and parking traffic would remain at, or near the freeway system. Livermore area residential homes would experience minimal effect during construction for what would certainly be a multi-year project. Lab staff and working professionals would finally have good access to a mass transit system.

3rd Choice

Alternative 4 (Isabel-580) – This route provides minimal access to Livermore but reduces construction costs overall. The system could be augmented by a transportation system for those persons traveling to the Bankhead or other theaters in the downtown area. Impact to Livermore residents would be minimal although access to other nearby communities (e.g., Brentwood, Tracy, etc.) would be more limited, although much improved, over current traffic congestion conditions on 580 West during the morning commute hours.

Thank you very much for your consideration...

John & Sharon Pizer

(Eve and Claire)

Livermore Residents

John Pizer

Manager, Ricoh Developer Program Support

Canada/United States/Latin and South America/Australia

Ricoh Developer Support Technology

Ricoh Americas Corporation



()
01/21/2010 01:19 PM

To info@bartolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 14:19:19

First_Name: John

Last_Name: Plummer

Email: jsplummer21@att.net

Message: The BEST alignment for BART is to continue along the 580 freeway
corridor as proposed in Alternative 1.

Any alignment that goes through the Chain of Lakes and along Stanley Blvd. in West Livermore would be a huge mistake from which the city might never recover. Such an alignment as the ones proposed in Alternatives 1A, 1B, 2A, 3A and 5, would cut through neighborhoods and backyards. This hurts the property values and quality of life for those neighborhoods and the town itself. It destroys the small town atmosphere we all love about Livermore. An aerial structure along Stanley Blvd would create urban blight and cut the town in half. It would create visual pollution, noise pollution and light pollution. The people in West Livermore would no longer be able to use their yards as they would not be able to talk and hear over the noise of the BART trains at 10-15 minute intervals. You have seen what happened to the yards and homes of people in San Leandro, Hayward and Union City as the BART trains look down into people's yards and streets. WE DO NOT WANT THAT IN LIVERMORE!

Furthermore, the idea that a station in Downtown Livermore would bring in shoppers and people for restaurants and entertainment is very misguided. When it comes to shopping, eating and entertainment, the only downtown that has been helped by BART is San Francisco. Livermore is not, and never will be, San Francisco. The downtowns of Oakland, and, to a lesser extent, Walnut Creek, attract commuters during the workday who leave at the end of the day. Livermore is not the employment center that either Oakland or Walnut Creek are, and never will be. The ridership to downtown Oakland or Walnut Creek for entertainment and shopping is nil, and this would be the same experience for downtown Livermore.

Call BART what you will, but it is first and foremost a commuter rail service. Let's leave the alignment where it will best serve commuters. STAY ALONG THE 580 CORRIDOR.

Submit: Submit

REMOTE ADDR: 69.238.46.34
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



Roland and Kim Portman
<PortmanFamily@comcast.net>

To <info@barttolivermore.org>

cc

01/19/2010 04:14 PM

bcc

Subject: Comments: BART to Livermore

BART,

I have lived in the Tri-Valley since 1977. When I got here all I heard about was how the new BART system would make commuting easier for the local residents.

We willingly paid our additional taxes to get BART to come to the Tri-Valley

Then for years we only heard LIE after LIE and DELAY after DELAY while our taxes paid into a black hole.

Then FINALLY in 1990 when BART came into the Tri-Valley it was CUT SHORT of the long talked about destination - Greenville Road, Livermore. Our taxes were used for extensions to Pittsburg and Warm Springs.

NOW HERE WE GO AGAIN!!! MORE LIES, MORE DECEPTION all while we continue to pay taxes.

BART to San Jose before Livermore - SHAME ON YOU.

Never was there a plan for a flyover then tunnel to downtown Livermore. WHAT A WASTE OF MONEY.

Just do what you said 30 years ago. Extend BART to Greenville Road in Livermore, down the center of the freeway.

Share a common station with the ACE Train. More riders - more revenue.

Don't be swayed by politicians, lobbyist, etc.

YOU WORK FOR THE PEOPLE.
YOU ARE PAID BY THE PEOPLE.
SERVE THE PEOPLE - THE PEOPLE OF THE TRI-VALLEY.

Roland Portman
Pleasanton, CA



mtp65@comcast.net

11/19/2009 12:57 PM

To info@barttolivermore.org

cc

bcc

Subject: Bart hearings

To Whom It May Concern:

My name is Marge Potter and my husband is Bruce Potter and we live in Livermore. We reviewed the different stops for a bart station that were on the post card that you sent us. We feel very strongly that the only acceptable one is the Isabel/580 Station. We have been in this area for 20 years and were told back then that Bart would be coming soon. Now it will take 35 years to get here from the time we came. Very disappointing.

We don't feel that the other stations are good for Livermore as a city or for the people that live here. We have worked hard to update our city and to bring more vineries and culture to our city. Please don't cheapen it by having Bart come through our city. The Greenville East Station would be going in the wrong direction for us. We have waited a long time. Please come to Isabel/580 soon. Thank you.

Marge and Bruce Potter
3869 MacGregor Cmn.
Livermore, CA 94551



BARBARA PROCTOR
 <bproctor8@sbcbglobal.net>
 01/06/2010 08:37 PM

To info@barttolivermore.org
 cc
 bcc
 Subject BART

Not looking forward to BART in my back yard- I feel this will diminish the value of my property.
 Barbara Proctor



0
 01/21/2010 04:52 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Thursday, January 21, 2010 at 17:52:25

First_Name: Richard

Last_Name: Pugh

Email: richard_john_pugh@yahoo.com

Message: As a Pleasanton resident, the alignment through Isabel/Stanley, Downtown Livermore, Vasco, Greenville makes a lot of sense. One of the benefits for Pleasanton residents is having a station on the east side of town that will provide relief to the Owens Drive station that is nearly always full in the morning. It will also provide service to any future residential activity in the chain of lakes area and the west side of Livermore where there are limited transit options. An additional consideration is the relative ease with which the right-of-way can be obtained. Currently, the land around El Charro Road is undeveloped and owned by Alameda County. No need to attempt the impossible to obtain miles of median in 580 which is already too narrow to accommodate the afternoon commute. The Alameda County surplus property would not be materially affected by a modest slice repurposed for BART, and the engineering would seem to be at lower cost than trying to use the 580 m² median. The area on Staples Ranch is on the east side well away from other development proposals, so the impact seems minimal. The El Charro route also provides land for parking which would otherwise be a more expensive option with 580. Look at the parking and pedestrian access costs with the West Dublin median strip station -- these can be avoided with a simpler approach of a non-median strip station.

Thanks!
 Richard Pugh
 richard_john_pugh@yahoo.com

Submit: Submit

REMOTE ADDR: 216.10.144.10
 HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; Trident/4.0; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; Tablet PC 2.0; MS-RTC LM 8; OfficeLiveConnector.1.3; OfficeLivePatch.0.0; MS-RTC LM 8)



"Radovolsky, Michael"
 <Michael.Radovolsky@jud.ca.gov>
 12/29/2009 03:30 PM

To: "info@bartolivermore.org" <info@bartolivermore.org>
 cc
 bcc
 Subject: Livermore Bart Extension

To whom it may concern,

I strongly object against any alignment which exits the 580 freeway earlier, around Pleasanton.

1. It will be more expensive and will take longer to build.
2. Less Central Valley riders will use the new station(s) and more cars will stay on the freeway.
 Reasons:
 - a. To get to Downtown Livermore station these drivers will need to navigate local streets.
 - b. With 2 Livermore stations, including downtown, it will take longer to ride Bart to Dublin/Pleasanton than driving. As a result, Central Valley and Brentwood commuters will continue parking at Dublin/Pleasanton.
 - c. Downtown station will have limited parking.
3. It will bring more noise and pollution to the Pleasanton residences, including a planned retirement community.

Do not make the same mistake as with the Airport station when commuters refused to spend extra time waiting for air travelers to board the trains.

For these reasons I recommend the shortest, fastest and least expensive 580 alignment.

Thanks,
 Michael Radovolsky
 3016 Boardwalk str.
 Pleasanton, CA
 925 846-5811



mauro1954@aol.com
 01/21/2010 08:07 PM

To: info@bartolivermore.org
 cc
 bcc
 Subject: Bart extension I 580 to Greenville

I would like to express that the subject route would cost the least and would serve the best by addressing traffic coming from Tracy and Brentwood. Also the accessibility to Ace train transfers would be greatly improved not to mention that a straight line is much more economical. If anything is missing is a study to expand Bart along the center median to the top of the Altamont with several stations along the way and build a Grand Central Station with shops and cafes. But there seems to be a certain lack of either respect or the least consideration by a members comment as too (Where is Livermore ANYWAYS)! With all do respect I hope that you would widen your grand picture.

Sincerely Mauro Ramirez {925}784-2320 cell

2 December 2009

To: City Council of the City of Livermore, California
Subject: Planning the location for the Livermore BART station

I would like to express my opinion on the topic of extending BART service to the city of Livermore. I would urge you to consider having the BART station located in the downtown area of the city, where it could service our civic theaters as well as our downtown merchants. To make this truly viable, it would require that a stretch of the BART tracks would need to be run underground upon approaching the downtown area.



Thomas F. Ramos
1230 Baffin Way
Livermore, California 94550



"Stephanie Reblejo"
<sreblejo@comcast.net>
01/14/2010 11:23 AM

To: <info@barttolivermore.org>
cc
bcc
Subject: Bart to Livermore

I am in full support in bringing Bart to Livermore, but it needs to be done in the most sensible way. As much as I would love to have a station downtown near our performing arts center and with the new regional theatre penciled, I don't think it is the best option for Livermore. I think a station near Las Positas (maybe near the Portola area) and then out at the ACE train stop off Vasco. The Las Positas stop would capture and boost enrollment at the college, performing arts there, etc. and getting commuters off 580. The Vasco stop will capture commuters from the valley out in Tracy, Stockton, Modesto, Manteca, etc., commuters from the Brentwood area, plus make a convenient transfer hub between BART and ACE. It would also be a good position to have to create a transfer point for the California high speed train in the future. High density housing can be built in both of these locations.

Stephanie Reblejo
Livermore resident
925.466.7626

 Please consider the environment before printing this email



RKP
<myweightlosspictures@gmail.com>

11/25/2009 12:57 PM

To info@barttolivermore.org

cc

bcc

Subject oh not bart to livermore

you people have already brought the trash to pleasanton, why must you continue to bring it to livermore? NO BART IN LIVERMORE YUCK it won't bring business--all it will bring are a bunch of gangs here that we don't need. I don't want my beautiful city looking like the oakland ghetto.

go away bart. stay far, far away and don't you DARE go to that other trash town stockton. ugh yuck. that's all we need are scummy drug runners bringing their supply from oakland to stockton. sick.

go away libtards. run fast and far and carry your sorry butts back to burkeley. WE DON'T WANT YOU HERE. you already screwed up our area by extending district 10 so the dummycrats can win the ghetto vote. now go away.



Robert Robb
<robert.robbs@oak.doe.gov>

11/30/2009 11:26 AM

To bgvinn@ci.livermore.ca.us, info@barttolivermore.org

cc

bcc

Subject Livermore BART station placement

RL

I saw a flier for public workshops regarding a potential Livermore BART station. I will be unable to attend due to a business trip but wanted to provide feedback.

I think the best placement for a BART station would be at or very near the Vasco Rd ACE train station. As a IJML employee, my interests may be slightly skewed towards proximity to the lab. But, proximity to the lab and its several thousand employees is not the only reason I think this would be the best location. Placing the BART station at the Vasco ACE station would increase cross-ridership for BART, ACE, Wheels, even Amtrak and possibly other transit agencies.

Placing a BART station at the ACE Vasco station would connect BART to ACE and Amtrak. Travelers from the Bay Area could take BART to ACE and then ride ACE to connect with Amtrak in Stockton for service up and down the central valley. Currently, the best option for Amtrak is to ride all the way around the North through Martinez, Antioch, etc. to Stockton. I can say from personal experience that this is a very long trip. In the past, I have opted to drive and leave my car in Modesto to ride Amtrak down South rather than ride from the bay, which is not ideal either.

Also, placing the station at the ACE Vasco connects BART to anywhere Wheels goes (Livermore, Dublin, Pleasanton, San Ramon) because the Wheels 20 bus has a stop right there.

I already ride BART from San Francisco every day and drive the rest of the way to work at the lab with one coworker. I know a few more people just in my office who would be interested in riding BART if it came closer to the lab.

Finally, this placement may make the project easier by utilizing existing transit right-of-ways, providing space for parking, and minimizing disruption to downtown Livermore traffic and business.

Basically, I think giving travelers the option to connect between multiple local and regional transit systems makes the suite of transit options more accessible and more efficient. In addition to the Vasco ACE station being a connection point to other transit options, that location could serve thousands of potential riders who work at the lab without detrimental impacts to Livermore traffic and business during construction or normal operation. Bottom line: more people will use what's already in place, meaning a minimal capital outlay by each transit agency resulting in maximized ridership.

Thank you for considering,
Robert Robb



0
12/09/2009 08:04 PM

To: info@barttolivermore.org
cc:
bcc:

Subject: Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Wednesday, December 9, 2009 at 21:04:31

First_Name: Dave

Last_Name: Robinson

Email: dbrdr@gmail.com

Message: The concept of transit-oriented development is applied too broadly here. This makes sense in Fruitvale or Hayward, where it is possible to not have a car. This will never be true in the outer fringes of the Bay Area such as Livermore. The location of the Pleasanton stations along 580 already precludes local rides between downtown Livermore and downtown Pleasanton, so residents of transit villages in Livermore would have nowhere local to go.

For the most benefit here, the focus should be on getting people off of 580 (and the ACE train) - people who want to get to SF or Oakland quickly, and who are not interested in meandering through the swamps between Livermore and Pleasanton or driving through dense residential areas to get to a station.

Submit: Submit

REMOTE ADDR: 67.169.140.45
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30729)



rocket man
<rocketman@sbcglobal.net>
12/31/2009 11:33 PM

To: info@barttolivermore.org
cc:
bcc:
Subject: bart extension

Bart extension to Livermore

Dear Sirs,

I am a resident of Livermore and have been for years. I look forward to the extension into Livermore. However the idea of putting a route through the center of town does not make any sense or appeal to me. I support the idea only if it is kept along the 580 hwy route. The possible dangers, noise and hazards would be reduced with the 580 stations. It would also make the future possibility of extending to Tracy more viable.

Sincerely,
A concerned Livermore resident



"Scott & Ann-Marie Rohe"
<scott@rohe.net>
11/17/2009 11:54 AM

To <info@bartolivermore.org>
cc
bcc
Subject: Prefer extension at Altamont

Hi,
I am a Livermore resident and would like you to know that our family would like the extension to stay near the freeway. Our land value is going down enough without the effects of traffic, Bart and noise being added near our neighborhood. Please keep it near the freeway with sites at Altamont or Airway. Although Airway is already crowded enough in the morning without adding this...so my vote is Altamont.

We feel the same way about Bart as we did with Wal-Mart.... too much traffic is bad and the added access to our neighborhoods makes our neighborhood less safe.

Thanks,
The Rohe Family



"Brenda Rose"
<brenda.rose@comcast.net>
01/21/2010 04:54 PM

To <info@bartolivermore.org>
cc
bcc
Subject: BART to Livermore comments

Though it would be a nice thing to have BART underground to downtown, the cost/benefit ratio does not seem, to me, to be a viable option. Getting back to the main reason for BART to Livermore is to reduce congestion on the 580 through Livermore. Bypassing to include downtown will add extra stops commuters from the valley/bay area do not want, so it may be a deterrent rather than a benefit. I vote for either option that runs along the 580, with hopes that it will eventually expand all the way to Greenville. Then we will have truly addressed the congestion problem on the 580. Thank you.

Brenda Rose
5858 Dresslar Circle
Livermore, CA 94550



* Albert J. Rothman*
<albroth@comcast.net>
01/15/2010 04:53 PM

To info@barttolivermore.org
cc
bcc
Subject: Bart Livermore

I prefer that the station be downtown, perhaps on Portola, in which case I could walk instead of driving to the station.

Albert J. Rothman 503 Yorkshire Drive Livermore CA 94551 925-443-1778
albroth@comcast.net



Wendy Rovira
<wkrovira@yahoo.com>
01/06/2010 03:53 PM

To info@barttolivermore.org
cc
bcc
Subject: concerned Pleasanton resident

You can not ruin Pleasanton by taking BART to Livermore out El Charro Road! This will destroy our community. My home backs up to the Quarry lakes and I don't want to see Bart from my backyard! Keep BART on the 580 freeway, not through town. This will be bad for Livermore downtown too, no one wants that big transportation in the middle of a cute downtown.

Wendy Rovira
A concerned citizen



0
11/12/2009 01:40 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, November 12, 2009 at 14:40:54

First_Name: Cory

Last_Name: Rutherglen

Email: rutherglen2@gmail.com

Message: As a concerned resident in Livermore, I would like to voice my opposition to having BART run through downtown Livermore along the UPRR tracks. It is bad enough now with the noise from multiple freight trains and ACE trains running at all hours down the UPRR tracks. That would be intensified 10 fold if BART were to have tracks alongside the current UPRR.

I wholeheartedly agree that BART should come to Livermore and that the best and cheapest route would be along the 580 freeway. This would be the most direct and noise barriers are already up along the populated areas of the freeway. Livermore has a beautiful downtown now please don't ruin it with the Bart trains traveling right down the middle of it!

Submit: Submit

REMOTE ADDR: 128.115.27.11
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 1.1.4322; InfoPath.2; .NET CLR 2.0.50727; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

From the desk of . . .

RUTH RYAN-HANLON
737 Vivian Drive
Livermore, CA 94550-8147
31 December 2009

BART Planning Dept.
300 Lakeside Drive
Oakland, CA 94612

Dear Mr. Quint:

I want to add my comments to those who have been advocating the placement of the BART to Livermore Extension to Guenville Road. This appears to have been the original plan. The area will permit the parking of vehicles from both Livermore and those coming from San Joaquin County. This plan has been gathering dust for years. It's time to dust it off. The placement of the Livermore Extension at Guenville will reduce 580 traffic from the East which is heading for Phantom BART.

Let's get real. Downtown Livermore doesn't need BART. A shuttle bus from the Guenville BART station will bring visitors to downtown Livermore with ease. no extra downtown parking will be needed.

PARAMOUNT PRINTING CO.

Ruth Ryan-Hanlon



0
01/21/2010 11:29 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 12:29:35

First_Name: Richard

Last_Name: Ryon

Email: dickryon@comcast.net

Message: I have attended several of the informational meeting regarding the long-anticipated BART extension to Livermore, listened carefully, and read letters to the editor in local newspapers. I have perused the environmental impact report. Now, I have come to some conclusions which I hope you will take into account as you choose a preferred option.

All of the choices have pluses and minuses. I believe the over-riding considerations are urban development, impact on residents, inter-modal transportation connectivity, and of course, ridership. The best option is the hybrid I-580 to Portola, underground to central Livermore, termination at Vasco. Please pick this route. It is not the least expensive, but it does have the best cost/benefit ratio and best impact on life in our Livermore Valley.

verifytext: 9GFU

Submit: Submit

REMOTE_ADDR: 24.5.233.123
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_5_8; en-us) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



AMIT SAINI
<saini_amit@hotmail.com>
11/12/2009 11:20 PM

To <info@bartolivermore.org>
cc
bcc
Subject Reviewed DPEIR and comments

Hi
Malcolm Quin,

I am resident of Tracy and on daily basis take bart from Dublin/Pleasanton station. Since many years i have notice in morning comute hours starting from 5:00 AM and evening commute hours starting from 3:00 PM ,there is heavy traffice on I-580 W starting from Altamont Pass to Dublin/Pleasanton and in evening from Dublin/Pleasanton to Altamont pass. It is best if BART station is build at Greenville East station or at Vasco ROad so that it covers maximum I-580 traffice which is worst during commute hours.

Station at Downtown Livermore is not appropriate for all commuters coming from central Valley (Stockton,Tracy,Modesto,Manteca) as it additional time to commute from I-580 to downtown livermore with lot of traffic lights.

Station at Isabel Stanley Station is at I-84 which is just half distance between Dublin and Altamont pass and will not resolve traffic problem at I-580 as from I-84 to Altamont Pass is very congested during commute hours.

I suggest to have station preferably at Greenville East station or at Vasco road so that it is nearest for people coming from central valley (Stockton,Tracy,Modesto,Manteca) and will help reduce traffic at congested I-580.

Thanks
Amit Saini
Cell:408-464-9227

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Patty Santin
 <psantin@comcast.net>
 01/12/2010 07:34 PM

To info@barttolivermore.org
 cc
 bcc
 Subject BART Livermore Extension

To whom it may concern,

I am writing to ask that BART **not** be aligned to Vasco Road. I live and work off of Vasco Road and I am **very** concerned about the additional traffic, parking, and crime that a Vasco Road Station would bring to our neighborhoods. I favor the Isabel/I-580 Station as the most logical choice as it is closest to the freeway. Please do not build a BART Station so close to our neighborhoods.

Thank you,

Patty Santin
 709 Vivian Drive
 Livermore, CA 94550



0
 01/21/2010 04:56 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Thursday, January 21, 2010 at 17:56:38

 First_Name: Carlotta
 Last_Name: Schauer
 Email: dcschauer@comcast.net

Message: I would like Bart to travel underground down Portola to a downtown Livermore subway stop where buses and ACE train can be picked up and then proceed to either Vasco (Pickup ACE and freeway travellers) or Greenville East (Pickup ACE and freeway travellers).I would like to get the westbound freeway travellers off the freeway as soon as possible to eliminate alot of congestion.

Submit: Submit

 REMOTE_ADDR: 98.207.33.229
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB5; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/21/2010 05:01 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 18:01:31

First_Name: Carlotta

Last_Name: Schauer

Email: dcschauer@comcast.net

Message: Support the Arts. Bart downtown

Submit: Submit

REMOTE_ADDR: 98.207.33.229
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB5; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/21/2010 04:57 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Thursday, January 21, 2010 at 17:57:12

First_Name: Dale

Last_Name: Schauer

Email: dcshower@yahoo.com

Message: I would like to see BART come to the transit center in downtown Livermore. This would make it possible for local buses & ACE commuters to easily transfer to BART for their transportation destination. If not underground, then above ground next to the existing ACE tracks from near the Isabel and Stanley intersection to the downtown transit center. Placing stations along the freeway will result in more commute time congestion on the freeway as riders attempt to drive to the station. In europe, freeway congestion has been greatly reduced by not placing transit stations on the major highways, but in the city centers. We should adapt this successful concept in Livermore as a model for the future of BART in the Bay area.

verifytext: ouho

Submit: Submit

REMOTE_ADDR: 98.207.33.229
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10_4_11; en) AppleWebKit/531.21.8 (KHTML, like Gecko) Version/4.0.4 Safari/531.21.10



0
01/17/2010 09:54 AM

To: info@bartolivermore.org
cc
bcc
Subject: Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
() on Sunday, January 17, 2010 at 10:54:57

First_Name: Jim

Last_Name: Schmidt

Email: jims2ndlife@yahoo.com

Message: I believe Bart belongs in downtown Livermore, and it would benefit both Bart and Livermore. Access must be underground, from the freeway at approximately Portola, underground to a downtown station, then along the existing rail road. I believe the Vasco location is the best Eastern location. It is essential to pair downtown Livermore with an Eastern location. The Eastern location needs ample parking to accept freeway/commuter traffic. Downtown parking additions are needed, but the development going on now and in the future will provide redership without bringing a lot of cars to downtown.

verifytext: lunt

Submit: Submit

REMOTE ADDR: 67.180.55.220
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3; .NET CLR 1.1.4322)

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): Jim Schmidt Organization/Business: Art Commission/ Valley Open

Address: 72 Phoenix Way City: Livermore State: CA zip: 94550

Phone: _____ Email: jims2ndlife@yahoo.com

COMMENTS / QUESTIONS:

Bart belongs in downtown Livermore. I speak for my position on the Livermore Art Commission which strives to bring Art to Livermore, people to Livermore to enjoy these arts, and to enable Livermore citizens enjoy Bay Area arts.

Young people especially expect Bart, and are disappointed the Livermore is not Bart accessible. When Livermore Valley Opera produces an opera at the Bankhead Theater, young singers from San Francisco are dismaged they cannot get here by Bart.

I represent the large majority (I believe) of Livermore citizens who want to belong to the full Bay Area, not live in an isolated community.

Jim Schmidt





"Susan Schmidt"
<sunbumsue1@comcast.net>

To: <info@bartolivermore.org>

cc:

12/10/2009 10:25 PM

bcc:

Subject: Bart to Livermore

I like the idea of having Bart going to downtown Livermore and I also think that it should extend out to either Vasco or Greenville road. It would make no sense to end it at Isabella! Bart needs to go farther out to reduce the heavy traffic that comes through Livermore on 580 every day.

Susan Schmidt
Livermore Resident



<tselden@sbcglobal.net>

To: <info@bartolivermore.org>

01/21/2010 05:12 PM

cc: <friends@friendsoflivermore.org>

bcc:

Subject: BART to Livermore DPEIR

Route I want is the hybrid one: Underground from freeway down Portola and Junction to subway station downtown, then surface to ACE station at Vasco.

Tania Selden
(925) 447-0603



0
01/08/2010 05:50 PM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, January 8, 2010 at 18:50:15

First_Name: sobhy

Last_Name: sergius

Email: anabisho@yahoo.com

Message: Hello,

I wanted to tell you that I do commute every day from Tracy to Fremont and I wish that the expansion happens fast so I don't have to drive all that Long Chris
Thanks

Submit: Submit

REMOTE ADDR: 75.7.7.224
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; GTB0.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30618; Zune 4.0; AskTB5.6)



0
11/12/2009 10:05 PM

To info@barttolivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Thursday, November 12, 2009 at 23:05:12

First_Name: Henry

Last_Name: Shay

Email: hdshey@comcast.net

Message: Dear Sirs,

I support Alternative #1, Greenville East.

What are the principle criteria for choosing between the several options? It should take traffic off of I580 and have sufficient ridership to warrant a reasonable number of trains each day. It should have its stations so sited to have adequate land for parking spaces, and its terminus should be suitable for a sizeable rail yard for nightly storage of trains. It should connect with the ACE train and with bus service. It should make use of readily available right-of-way. It should be as inexpensive as possible.

Three of the nine options have their terminus at the Greenville East Station, where there would be a rail yard and a transfer point to the ACE train. One of these, alternative #1, Greenville East, would have a second station that is also located on the I580, at the intersection with Isabel. This alternative is the only one fully taking advantage of the I580 right-of-way. It would be about \$1B cheaper than the other two that also end at the Greenville East Station. It would increase the BART ridership by 31,700 riders per day, the most of any of the alternatives.

Alternative 1, Greenville East, satisfies all the criteria and is probably the easiest to bring to timely and successful fruition.

Can I help in any way?

Sincerely,
Henry D. Shay

Submit: Submit

REMOTE ADDR: 24.4.12.8
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; PPC Mac OS X 10.4; en-US; rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5



0
11/20/2009 06:59 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Friday, November 20, 2009 at 07:59:19

First_Name: Michael
Last_Name: Sheaffer
Email: SheafferM@aol.com

Message: Keep BART on I-580 and out of the downtown area.

Submit: Submit

REMOTE_ADDR: 207.200.116.135
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.1; AOLBuild
4334.5006; Windows NT 5.1; Trident/4.0; Comcast Install 1.0; .NET CLR
1.0.3705; .NET CLR 1.1.4322; InfoPath.1; Media Center PC 4.0; .NET CLR
2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



0
01/23/2010 03:00 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by
{ } on Saturday, January 23, 2010 at 16:00:55

First_Name: gregg
Last_Name: shephard
Email: greggsc38 yahoo.com

Message: The extension to Livermore should run straight down 590 with stations
at Isabelle, Vasco, and a maintenance yard/future station at Greenville/
Parking lots/multi-level structures should be provided.

Attempting to run BART into downtown Livermore is a waste of money and
obviously far more expensive just to appease a few people at the expense of
many.

The local transit district can easily provide shuttle services to the
junior college, downtown, the Lab., Sandia, and other employers.

This is the cheapest route and might occur in the next 50 years if BART
gets more money and uses it with diligence! Good luck.

01-23-10

verifytext: SONY

Submit: Submit

REMOTE_ADDR: 66.81.50.213
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1)



0
01/19/2010 07:56 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Tuesday, January 19, 2010 at 20:56:39

First_Name: Ralph

Last_Name: Sherman

Email: shermscape47@yahoo.com

Message: Please enter my vote for the alignment alternative as Portola
underground to downtown station and on to Vasco at grade to an expanded
station at the existing ACE station

Submit: Submit

REMOTE_ADDR: 24.4.42.237
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7)
Gecko/20091221 Firefox/3.5.7 GTB6 (.NET CLR 3.5.30729)



Kirk Short
<kshort@inter-realestate.com
>
11/29/2009 06:39 PM

To info@bartolivermore.org
cc Ron Acciaioni <racciaio1@yahoo.com>
bcc
Subject Parking for BART

Martin Quint
BART Planning
300 Lakeshore Blvd.
Oakland, CA 94612

I am sure you know about automated parking already but I wanted to
introduce to you Simatec automated parking systems. We have 25
projects in the design or permit process, including a high rise in San
Francisco at 350 Mission Street that was approved for 50 parking spaces.
With the Simatec system we can get 195 cars in the same physical
space. It is currently being reviewed by the Planning department.

We know that real estate is both a precious commodity as well as a very
expensive commodity in dense urban areas, and sometime the most valuable
space is open space. Simatec has 7 different systems that can be
tailored to a specific site. They can be underground, multi-story, or a
combination of above and below ground. They have a simple stacker
system to double or triple the parking capacity, usually for a home or
small residential or commercial project. I am sure you are aware of
Patrick Kennedy's very successful buildings in Berkeley that used the
Klaus system. Ours is less expensive. We have an airport system that
has a 1,000 car per hour turnaround, depending on the number of access
points. We are building a 580 space structure for the University of
Bangkok, Thailand.

Our facilities can be considered "vehicle storage", perfect for Park and
Ride. It can get people out of their cars and on foot, bicycle or
public transportation. As automated parking is much less polluting than
conventional surface or multi-story garages and because at least 60% of
the area of these traditional parking structures are need to drive to
and back, our systems save space, are more cost-efficient, and gain
LEED points, soon to be a building code requirement.

They are green, handicap-friendly and secure. We are designing a system
for the DEA (Drug Enforcement Agency) in Southern California who want
secure parking so they do not have to continually inspect each vehicle
for bugs, drugs, or bombs. The vehicles are delivered to the access
point just as they were deposited. Because these are essentially
parking machines, like any other vending machine, they save considerable
amounts in maintenance and labor costs. I believe customers would be
willing to pay a premium to know that their vehicle is as secure as when
they left it. In fact, I believe this possibility would overcome one of
the major hesitations about taking public transportation and enhance
ridership.

I hope you find our website and Youtube interesting and if so, would
like to discuss further the possibilities of locating our parking system
on one or more of your sites most in need of additional parking. I have
noticed parking under freeway flyovers. It seemed to me there is the
possibility of at least quadrupling vehicle storage in the same surface
area.

Any arrangement that benefits you, land purchase, joint venture, licensing, design/build could be open for discussion.

Sincerely:

Kirk Short

http://www.youtube.com/watch?v=_umAuOMN5SU

<http://www.simatecusa.com/>

Kirk

Kirk Short
International Real Estate Consultant
www.inter-realestate.com www.ParkingSolutions.org
12513 Pinnacle Loop, Truckee, Ca 96161
530 592-0556 phone, 530 400-0556 cell
DRE# 00604384
CCIM candidate 6614255



Parking brochure 3.pdf

1-1-10

*Bar to Swimore Extension
Program*

Gentlemen:

*To run Bar through
the downtown would
spoil it even more
than the taller build-
ings are doing now.*

*Many of my friends
who are homeowners,
as am I, don't like the
idea of Bar in town.
We all agree it would
be better to 580 to
Vasco Rd and extend
it to Greenville.*

Very truly yours,

*Donis Kidwell
36 Camino Drive
Livermore, Calif.
443-2085*

cameo

Jan 2, 2010

Comment Concerning Bart to Livermore

Bart will be less expensive if it stays by the freeway, it has open space and does not have to uproot residence to make room for parking.

The station on I-580 and Greenville is ideal, lower cost space for parking in this location, that isn't available in the downtown area.

thank you
Annie C. Smith
Livermore resident

1634 Pine St.
Livermore CA



0
01/04/2010 09:08 PM

To info@bartlivermore.org

cc

bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, January 4, 2010 at 22:08:39

First Name: Judith

Last Name: Smith

Email: judithasmithj@sbcglobal.net

Message: If bart is coming to Livermore, keep it near the freeway do not bring it into the downtown area.

Submit: Submit

REMOTE ADDR: 60.127.149.129
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; GTB6.3; SLCC1; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30618)

BART to Livermore Comments

The train route would be best if it remained on the freeway as this would be the most cost effective. If the route went into downtown the cost \$\$\$ would be extremely expensive \$\$\$ as it would require a subway and aerial structure. The downtown alignment would require more costly land acquisition and parking. This option would also reduce the volume of LOWER COST Housing which Livermore has a high deficit of already and displace many people. The downtown option cost to benefit doesn't make GOOD SENCE.

The freeway Isabel/I-580 and Greenville East Stations would provide lower cost and more volume parking. The Greenville East location should be a priority as this would be the biggest ridership return on the investment as it would take traffic volume off I-580 by central valley users .

I have been paying into this system since the 1970's and feel the best way for it to become a reality is keep it on the freeway and keep the cost \$\$\$ down !!!

THANK YOU, Mike Smith

Livermore

1944 Broadway St.
Livermore mp



0
01/03/2010 06:09 PM

To info@barttolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Sunday, January 3, 2010 at 19:09:46

First_Name: Neil

Last_Name: Smith

Email: appraiserneil@sbcglobal.net

Message: My comments is the concern on the alignments which utilize the chain of lake corridor and its impact on these future recreational/greenbelt areas. Additionally, I'm concerned with the increased air pollution generated from additional automobile traffic which would be generated along the chain of lake and downtown alternative. I think that the proposals which align along the I580 corridor not only offer the better alternative to keeping pollution from automotive away further away from the interior of the City of Livermore and the downtown area. Additionally, I believe these I580 alignments to be much less complex and costly in both the construction and right of way preservation costs than the downtown/chain of lake alternatives and much more likely to be built sooner than later.

Submit: Submit

REMOTE ADDR: 69.110.14.207
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; Trident/4.0; YComp 5.0.0.0; YPC 3.2.0; Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; yplus 5.1.04b) ; .NET CLR 1.0.3705; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)



muirhiker@comcast.net
01/16/2010 09:12 PM

To info@barttolivermore.org
cc
bcc
Subject comments to Draft EIR

Mr Malcom Quaint:

To me the process of selecting route for the BART extension to Livermore is best made in two steps. The first step would be the selection of the Stations that best meet the goals of the BART extension and the city of Livermore and its neighbors.

The two stations that best meet these goals are:

Greenville East Station that would that would provide BART access to potential BART riders from Eastern Livermore, I-580 Altemont commuters, and ACE train transfer riders. This would lessen the auto commute traffic congestion on I-580 and lessen the carbon dioxide and hydrocarbons produced by this auto traffic.

Downtown Livermore Station that would provide public transportation for the high density population of future downtown Livermore. Currently the city of Livermore has built new townhouses and apartments near the proposed downtown station. The placement of a station here, would encourage future high density construction. The second step would be the selection of the routes between the selected BART stations which should consider cost, available land, noise, and other community impacts. The two routes that provide the linkage between the Pleasanton, Downtown Livermore, and Greenville East are the El Charo Road and Portola/Junction Roads. I would favor the El Charo Road route since it would have less impact on existing neighborhoods.

Thank you

Richard Smith (Livermore resident)



"Smith, Vanessa"
<vasmith@husd.k12.ca.us>
11/09/2009 03:12 PM

To <info@barttolivermore.org>
cc
bcc
Subject

To Whom It May Concern:

Please extend to Vasco Rd (any where). Eventually, if you can go to Stockton or Manteca that would be awesome. That's just my 2 cents worth.

Vanessa Smith
Assistant Director
Helen Turner Children's Center
23640 Reed Way
Hayward, CA. 94541-7326
Phone: (510) 293-8547
Fax: (510) 783-3795
Email: vasmith@husd.k12.ca.us

When the heart weeps for what is lost, the spirit laughs for what it has found. - Sufi Aphorism



()
01/20/2010 03:57 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 16:57:05

First_Name: Walter

Last_Name: Sokoloski

Email: w_sokoloski@yahoo.com

Message: Alternative 1 Greenville East preferred

Submit: Submit

REMOTE_ADDR: 24.4.47.24
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.5; en-US;
rv:1.9.0.1) Gecko/2008070206 Firefox/3.0.1



()
01/18/2010 07:24 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, January 18, 2010 at 20:24:37

First_Name: Ann

Last_Name: Sorensen

Email: SoaringEagle4u@comcast.net

Message: The train route would be best if it remained on the freeway as this
would be the most cost effective. If the route went into downtown the cost \$\$\$
would be extremely expensive \$\$\$ as it would require a subway and aerial
structure.

The downtown alignment would require more costly land acquisition and parking.
This option would also reduce the volume of LOWER COST Housing which Livermore
has a high deficit of already and displace many people. The downtown option
cost to benefit doesn't make good sense.

The freeway Isabel/I-580 and Greenville East Stations would provide lower
cost and more volume parking. The Greenville East location should be a
priority as this would be the biggest ridership return on the investment as it
would take traffic volume off I-580 by central valley users .

I have been paying into this system since the 1970's and feel the best
way for it to become a reality is keep it on the freeway and keep the cost \$\$\$
down !!!

THANK YOU!

Ann Sorensen

Submit: Submit

REMOTE_ADDR: 76.127.104.51
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7)
Gecko/20091221 Firefox/3.5.7 (.NET CLR 3.5.30729)



0
01/18/2010 07:25 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, January 18, 2010 at 20:25:07

First_Name: Paul
Last_Name: Sorensen
Email: SoaringEagle4438@Hotmail.com

Message: The train route would be best if it remained on the freeway as this would be the most cost effective. If the route went into downtown the cost \$\$\$ would be extremely expensive \$\$\$ as it would require a subway and aerial structure.

The downtown alignment would require more costly land acquisition and parking. This option would also reduce the volume of LOWER COST Housing which Livermore has a high deficit of already and displace many people. The downtown option cost to benefit doesn't make good sense.

The freeway Isabel/I-580 and Greenville East Stations would provide lower cost and more volume parking. The Greenville East location should be a priority as this would be the biggest ridership return on the investment as it would take traffic volume off I-580 by central valley users .

I have been paying into this system since the 1970's and feel the best way for it to become a reality is keep it on the freeway and keep the cost \$\$\$ down !!!

THANK YOU!

Paul Sorensen
Submit: Submit

REMOTE_ADDR: 76.127.104.51
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7 (.NET CLR 3.5.30729)



0
01/16/2010 02:48 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Saturday, January 16, 2010 at 15:48:48

First_Name: clark
Last_Name: streeter
Email: clark.streeter@comcast.net

Message: It appears to me that the most viable option - especially in the long run - would be to have two BART stations in Livermore; one downtown and one on the freeway. Of the several potential freeway sites, I prefer the Vasco road site because it seems that it would be the most usable by both Livermore residents and commuters.

The most appealing route to the downtown station would be an underground route from the freeway (presumably along Portola). The greater short-term cost of this route would be more than outweighed by the superior esthetic and environmental properties of the route. It would be much less noisy and visually distracting than a surface route.

I also believe that - again, especially in the long run - a single freeway site at Greenville would be the least beneficial to Livermore residents.

Submit: Submit

REMOTE_ADDR: 76.126.227.113
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7 (.NET CLR 3.5.30729)



0
01/16/2010 03:11 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Saturday, January 16, 2010 at 16:11:59

First_Name: Kathleen
Last_Name: Streeter
Email: k.streeter@comcast.net

Message: As a resident of Livermore for more than 45 years I recommend a
Downtown Station and a station at Vasco. The route to downtown should be
underground. This would reduce both sound and visual pollution and is well
worth the additional cost. We are going to live with BART for a very long
time so let's do it right.
The concerns about crime are not born out by the experiences at other
stations. It is clear that the combination of a downtown station and a
station at Vasco brings the most opportunities for economic development while
also connecting with existing transit.

Submit: Submit

REMOTE_ADDR: 76.126.227.113
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; GTB6; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR
3.0.4506.2152; .NET CLR 3.5.30729)



"Anne Stuart"
<DonanCastle3@msn.com>
11/22/2009 10:03 PM

To <info@barttolivermore.org>
cc
bcc
Subject Public Comments regarding BART to Livermore

The Livermore BART line traveling Route 580 to the Greenville East Station location is just
fine. And then the turn around going to the Vasco Road Station, along the Union Pacific
Railroad tracks is just fine as well. Then the BART line returning to 580 via Las Positas Road
works well, for BART and for Livermore, as well.

However, to continue the BART line to downtown Livermore and to continue on to Isabel and
Stanley - to dissect the town of Livermore - will completely destroy this lovely town.

Thank you for this opportunity,
Anne Stuart
1089 Bluebell Drive, #610
Livermore, CA 94551-1386



0
12/31/2009 03:17 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, December 31, 2009 at 16:17:11

First_Name: K

Last_Name: Swayne

Email: kbswayne@aol.com

Message: I believe that BART should be kept on the freeway, not be brought to
downtown Livermore. The station should be at Greenville Rd.

Submit: Submit

REMOTE_ADDR: 207.200.116.135
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.1; AOLBuild
4334.5009; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322)



sygiel@comcast.net
01/04/2010 09:38 PM

To info@bartolivermore.org
cc
bcc
Subject Livermore BART Extension

As a resident of Pleasanton I encourage you to vote for a route through Pleasanton that
keeps it along the 580 corridor.

Thanks,

Robert Sygiel
3654 Zwissig Court
Pleasanton



0
01/20/2010 11:20 AM

To info@barttolivermore.org
cc
bcc

Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 20, 2010 at 12:20:45

First_Name: Judy

Last_Name: Symcox

Email: jsymcox3@comcast.net

Message: The greatest ENVIRONMENTAL IMPACT is that more BART will do little for 580 congestion unless it speedily services the Altamont commuters and keeps them from clogging 580...that would be in the center of 580.

Pleasanton's FULL lot seems to indicate that BART in the CENTER takes a LOT of traffic OFF 580. I see NO justification to destroy the East side of Pleasanton. It has to be pure special interest politics to even consider such destruction. Keep it on the freeway.
Pleasanton resident

Submit: Submit

REMOTE ADDR: 98.210.4.202
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 1.0.3705; .NET CLR 1.1.4322)

BART to Livermore Extension Program Draft Program Environmental Impact Report (PEIR) Comments

Please complete this form with your comments and/or questions concerning the Draft PEIR of the BART to Livermore Extension. (Name and contact information optional.)

Name (please print): B. Tabak Organization/Business: _____

Address: 405 Alden Lane City: Livermore State: _____ Zip: _____

Phone: 371-5605 Email: _____

COMMENTS / QUESTIONS: 580! It makes no sense to have all that traffic in town.





Vic Taugher
<anaxeman@comcast.net>
01/13/2010 08:46 AM

To info@barttolivermore.org
cc
bcc
Subject BART Livermore Extension

Hello Malcolm,

My name is Vic Taugher and I am a Dublin resident. I am a strong supporter of BART to Livermore. I say it's about time! With that said, my preferred BART alignment would be the two stations along the 580 corridor, (Isabel/I-580 & Greenville East). Although BART to downtown Livermore would be nice, just like BART to Oakland Airport, I cannot support the added cost. The cost/benefit analysis in my opinion outweighs going to downtown Livermore.

Thank you for allowing me to voice my concerns.

Vic Taugher



Charles Thiel
<cthiel@comcast.net>
12/31/2009 05:40 PM

To info@barttolivermore.org
cc
bcc
Subject Comments on Bart to Livermore

I think that the Bart track should follow the freeway. Anything else will needlessly impact the local community with additional traffic and it's associated congestion. Also, there is plenty of space for parking near the freeway, a location which is generally undesirable for housing. Lastly, I am concerned about the crime that might be brought into the middle of our cities with a BART extension to Isabel/Stanley or Downtown Livermore, so a freeway location seems best.

Regards,
Charlie Thiel
2959 Victoria Meadow Ct
Pleasanton, CA



0
11/20/2009 07:03 AM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Friday, November 20, 2009 at 08:03:18

First_Name: Preston
Last_Name: Thompson
Email: preston_thompson@yahoo.com

Message: Keeping the alignment with 580 seems, to me, is the least invasive to residents of Livermore. It's allows easy access to the trains by those truly commuting (e.g. from either end of Livermore and/or those folks East of the Altimont). Forcing them to come through town to get to a station will (1) congest the city's streets, (2) congest the city's streets with drivers with no allegience to Livemore...meaning they will drive fast just to get to the train, and (3) increase the noise factor. Yes, the railroad currently comes through town, but the frequency is nothing like Bart's 15-20 minute schedule.

Again, my vote is to keep Bart along 580.

Regards,
Preston Thompson

Submit: Submit

REMOTE ADDR: 69.236.170.12
HTTP USER AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; GTB6; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; InfoPath.1; .NET CLR 3.5.30729; .NET CLR 3.0.30729; OfficeLiveConnector.1.4; OfficeLivePatch.1.3)



"Tom Thomson"
<thomson2ca@comcast.net>
12/13/2009 09:18 PM

To <info@bartolivermore.org>
cc
bcc
Subject Preferences

- 1) Do Isabel/1580 ASAP (With a reasonable motor-bus link this will give Livermore service.)
- 2) Extend to Greenville East ("The Tracy Station")

Attempting to put a station in Livermore just adds to the traffic ---- the last station on the line WILL be the "Tracy" station whether or not we like it.

tom t

Thomas Thomson
thomson2ca@comcast.net
VOC:925-455-0997

Politicians and diapers have one thing in common. They should both be changed regularly and for the same reason.



"tigryenok"
 <tigryenok@gmail.com>
 12/29/2009 11:29 AM

To <info@bartolivermore.org>
 cc
 bcc
 Subject Input

I live in Livermore but work in the bay area and know a lot of people who struggle with every day commute to SF and bay area. I would love to have Bart extended to Livermore. I believe that will also increase cost of properties that could be beneficial to both residents and city.

Thank you,
 Tatiana



0
 01/19/2010 06:57 PM

To info@bartolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 {} on Tuesday, January 19, 2010 at 19:57:37

 First_Name: Linda
 Last_Name: Tinney
 Email: karnlei@comcast.net

Message: I believe Bart riders would be well served if the Livermore station was located on the outskirts of town preferably near Greenville Road (alternative #1). If the station were to be located in the center of Livermore, traffic congestion to the small downtown area would greatly hinder normal traffic patterns and pedestrians during the morning and evening commute hours.

Submit: Submit

 REMOTE ADDR: 98.248.90.157
 HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.0.17) Gecko/2009122116 Firefox/3.0.17 GTBDFff GTB7.0



Steve Townsend
 <trivalleyproperties@comcast.net>
 12/29/2009 08:27 AM

To info@bartolivermore.org
 cc
 bcc
 Subject Extension

Hello,

I would like to see:

- 1)Isabel/580 for ease of access AND
- 2)Downtown Livermore for a Central Livermore location AND
- 3)Greenville East for Valley Commuters

If you have to reduce the stations to two, I believe you could cut Isabel/580 and still have good coverage.

Thank you,
 Steve Townsend
 4717 Perugia St.
 Dublin, 94568



0
 12/18/2009 08:56 AM

To info@bartolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 {} on Friday, December 18, 2009 at 09:56:32

 First_Name: tramodol

Last_Name: tramodol

Email: kidzewot@gawab.com

Message: Whatever you say, but I do not agree with your point of view about this issue

Submit: Submit

 REMOTE ADDR: 85.249.160.60
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1)
 Netscape/8.0.4



()
12/26/2009 05:50 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Saturday, December 26, 2009 at 18:50:01

First_Name: Larry

Last_Name: Trummel

Email: larrytrummel@comcast.net

Message: I do not want BART to come to downtown Livermore. I live just blocks away from downtown and one block from the existing tracks. It would be both a sight and sound problem of major proportions. Furthermore, to bring BART downtown and to come along the existing tracks would be contrary to the preservation of the "historic" north and south side of Livermore, especially the north side. Keep it along 580 with all the present sight and sound problems. It seems to work for Dublin and it can work for us.

Submit: Submit

REMOTE_ADDR: 24.5.251.248
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.0.16) Gecko/2009120208 Firefox/3.0.16 (.NET CLR 3.5.30729)



Larry G Trummel
<larrytrummel@comcast.net>
12/26/2009 09:09 PM

To info@bartolivermore.org
cc
bcc
Subject Not to downtown Livermore

BART Planners,

As a long-time resident of Livermore I do NOT want BART to be brought into downtown. I live in the more historic north side of town only 1 block from where BART tracks would be built. I do not want the sight, sound and other problems that BART inevitably would bring into my part of town. Please keep it out and locate it on 580 and do not add more congestion to our peaceful town. It works for Dublin and Pleasanton and it will work for Livermore along the 580 corridor.

Larry Trummel
359 North O St
Livermore



dptrummel@comcast.net
12/26/2009 09:18 PM

To info@barttolivermore.org
cc
bcc

Subject Please, Do not bring BART into downtown Livermore

Dear Sirs and Madams:

I have lived in Livermore since 1976. Our town has grown and expanded a lot in those years and most of what has happened has been true progress for the good of the city. I am deeply concerned about the desire to bring BART into downtown Livermore. I am asking you to place the BART station on the freeway as it is in the other tri-valley stops. BART is a way to easily reach the other Bay Area cities and is a convenient means of transportation but would not help the downtown area and our city as it is being discussed. There are many homes on the north side of Livermore (my own included) that would be near the BART tracks and station. Many of us are longtime Livermore residents that take pride in our community and homes. Some of the North side of Livermore is already dealing with drug, gang and violence issues and this is of great concern to us. Bringing BART to downtown would only make the situation worse and make it easier for more significant problems to arise. The noise and traffic to the area would also be a hardship on the residents. The best solution is to put the BART stations on the freeway and provide good bus routes to bring riders to downtown for shopping, movies and eating. May I also mention that as an adjunct faculty member at Las Positas College, I also feel the freeway would be a better location for our students who would choose to ride BART as transportation to and from school. Please, save our northside neighborhoods from worse social problems and keep the area from being overrun by noise and traffic by keeping BART out of downtown Livermore and on the freeway.

Sincerely, Pauline Trummel

"If you are very busy, think and pray all the more or your work will wear on you and weary you and drag you away from God. For your work's sake, break away from it, and give your soul some breathing time." C.H. Spurgeon



"Heather Truro"
<htruro@comcast.net>
01/11/2010 03:06 PM

To <info@barttolivermore.org>
cc
bcc

Subject BART Route to Livermore

Hello,

I am writing to ask that you take the route that is:

- Most cost effective
- Least disruptive to Pleasanton & Livermore residents
- Least environmentally disruptive
- Least additional noise to Pleasanton & Livermore residents & businesses

which is to go down 580 to Greenville.

I am strongly opposed to all plans that would go through Pleasanton & the Chain of Lakes. This is environmentally disruptive and would not be consistent with the planned recreational & water bird sanctuary planned for that space.

Pleasanton residents should not have to shoulder the burden for Livermore residents & businesses that want a downtown Livermore station. A Livermore station off of 580 would draw traffic through both Pleasanton & Livermore neighborhoods. Since one of main reasons for BART is to reduce traffic congestion & emissions, why would you propose a plan that would increase traffic congestion in the neighborhoods? We already suffer from cut through traffic in Pleasanton & it is very undesirable. Why would Livermore want this?

Lastly, in these economic times, we owe it to the rest of the Bay area to make a fiscally responsible choice. I seriously doubt that residents in all of the other areas of the Bay that are served by BART & pay taxes for it would want to fund a more expensive option that would solely benefit Livermore Downtown. Frankly, I don't think that Livermore would benefit. I think they would regret the traffic and disruption.

Livermore was promised BART back in the original plan & I think they deserve it. It would GREATLY reduce traffic congestion to have BART go as far as possible down 580 toward the Altamont where it can meet up with the ACE station near Greenville. This would be a benefit to all not just V+BART riders. I hope to see this go forward as swiftly as possible. Any plan other than straight down 580 (especially a path through the chain of Lakes area) would meet with strong resistance and only serve to delay and jeopardize the extension to Livermore.

Thank you for considering my opinion,
Heather Truro
Resident and Business owner in Pleasanton
Bay Area Native
BART rider since 1972

Heather E. Truro
Owner
HT Consulting
PO Box 445
Pleasanton, CA 94566
(925) 922-0305
htruro@comcast.net



0
01/19/2010 05:09 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Tuesday, January 19, 2010 at 18:09:09

First_Name: janis
Last_Name: turner
Email: jkturner2001@yahoo.com

Message: For the sake of LESS effect on the environment & LESS impact on residential stability, I support the I- 580 alignment to Either Greenville & Vasco or to Vasco & Patterson Pass (down Vasco to Patterson Pass). Vasco-Patterson has the advantage of an ACE train connect already in place, but if ACE station could be moved to Greenville, then Greenville would be preferable since it does not require additional rail on Vasco Rd.

Submit: Submit

REMOTE ADDR: 99.51.218.72
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0; Trident/4.0; GTB6.3; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR 3.5.30729; .NET CLR 3.0.30729)



0
01/08/2010 05:46 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Friday, January 8, 2010 at 18:46:14

First_Name: alexis
Last_Name: valencia
Email: alexisvalenciam@live.com

Message: I like that there is going to be a bart station here in livermore but please keep it on the freeway I do not approve of having it in downtown

Submit: Submit

REMOTE ADDR: 76.126.234.131
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US) AppleWebKit/532.0 (KHTML, like Gecko) Chrome/3.0.195.38 Safari/532.0



"VanHouten, Kathy"
 <Kathy.VanHouten@otis.com>
 >
 11/06/2009 06:39 PM

To <info@bartolivermore.org>
 cc
 bcc
 Subject BART to Livermore

I think this is a great idea. I take BART from the East Bay to SF every day to and from my office. If BART would travel to Livermore, I would use the system to visit Livermore on the weekends for wine tasting, dining, etc.

I'm all for it.

Kathy Van Houten
 New Equipment Sales Rep
OTIS ELEVATOR COMPANY
 444 Spear St., Suite 100
 San Francisco, CA 94105
 415-546-8126 direct line
 860-660-5778 efax
 415-559-8116 cell
kathy.vanhouten@otis.com

please consider the environment before printing this email



0
 12/10/2009 05:01 PM

To info@bartolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 {} on Thursday, December 10, 2009 at 18:01:58

 First_Name: Denise

Last_Name: Van Leuvan

Email: happyheart_02@hotmail.com

Message: I think that Alternative 1 makes the most sense. BART should stay by the freeway. I can not imagine how many people will have to drive through downtown livermore to get to the BART station. These people come from the central valley and will create a huge traffic problem in our beautiful town. PLEASE don't put BART in our wonderful downtown. Thank you so much!

Submit: Submit

 REMOTE ADDR: 98.207.214.217
 HTTP USER AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.0.15) Gecko/2009101601 Firefox/3.0.15



steambotwillio1928@comcast.net
11/20/2009 04:08 PM

To info@barttolivermore.org
cc
bcc

Subject BART to Livermore Extension Program

Mr. Quint,

Those of us who have been paying into BART since the seventies are very excited to finally see it coming to fruition. Four of the proposed station make perfect sense, given their proximity to businesses, the freeway and existing facilities. Placing two stations on the freeway will help to cut down on traffic in the I-580 corridor and the two in-town locations would utilize the existing ACE train stations and are proposed for high traffic and business dense areas.

The Isabel / Stanley station however, makes no sense at all. On one side, it is next to the quarries in Pleasanton which will be losing their leases within the next year. The area will be turned into a regional park, but would not have the volume to warrant a station to itself. On another side and a sizable hike away, is the water treatment plant and a small business complex. Again, not enough to warrant a station, even if considered together with the regional park plan.

The other two sides are populated by housing developments. Given that the BART system allows for the ease of movement of undesirable elements and invites those elements into the areas where stations open (or higher crime already exists). The positioning of a station at the proposed location will potentially be creating a dangerous nightmare for the homeowners in those areas. The impact will not only be to property values, but most importantly to the safety and security of these currently safe, low crime areas. Most of us in these areas have small children and moved to this area because it is safe and low crime.

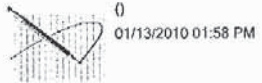
When BART first opened in the seventies, my grandparents, living two blocks from a station, were robbed four times. They had had no issues in the 35+ years prior to the station opening. My wife's family, living six blocks from a station, were robbed three times and constantly experienced vandalism to their home and vehicles. They had never had an issue in the 15 years prior. Crime immediately rose in the area surrounding the Pleasanton / Dublin station when it opened. I am not saying BART is wrong or the idea is wrong, but it is proven that crime increases when criminals are given easier access to areas.

Having worked in San Francisco for fifteen years, I used the system daily and found it to be a fantastic way to commute. I found it convenient and relaxing. Having lived in this valley my entire life, I am very excited to finally see a solution to the traffic congestion coming. I just cannot support the positioning of a station in the proposed residential area.

I trust that you and the other BART district officers will take this into account and remove the Isabel / Stanley station option from the proposal. It's a bad decision from a great idea.

Thank you,

Ken Varallo
483 Anna Maria Street
Livermore, CA 94550



()
01/13/2010 01:58 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Wednesday, January 13, 2010 at 14:58:14

First_Name: Donna

Last_Name: Wagner

Email: donnamatson2000@yahoo.com

Message: Would not like Bart to come into town.

Submit: Submit

REMOTE ADDR: 71.132.131.28
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1;
Trident/4.0; IEMTB3; GTB6.3; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR
3.0.4506.2152; .NET CLR 3.5.30729)



()
12/03/2009 05:22 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, December 3, 2009 at 18:22:28

First_Name: Sue

Last_Name: Walker

Email: walkersue24@yahoo.com

Message: I am in favor of keeping Bart on the Freeway and of not having it go
through our neighborhoods, especially not near the Vasco train station as this
is where I live. Bart is too noisy. Please don't allow this to happen to us.

Submit: Submit

REMOTE ADDR: 69.108.204.51
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.0;
Trident/4.0; SLCC1; .NET CLR 2.0.50727; Media Center PC 5.0; .NET CLR
3.5.30729; .NET CLR 3.0.30729)



0
01/06/2010 12:47 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Wednesday, January 6, 2010 at 13:47:25

First_Name: jonathan
Last_Name: wasilausky
Email: jnwasilausky@yahoo.com

Message: i am very concerned with some of the proposed routes for the livermore extension. various routes seem to impact a lot of residents who do not want the added noise which comes with having Bart in the area. i understand the need to balance growth and public transportation needs.

therefore it appears that what makes most sense would be to have alternative 1, or 2 which follows the 580. those routes still provide service to the growing population of the east bay, and at the same time appear to minimize the impact of having BART come to a residential area.

thank you for your attention

Submit: Submit

REMOTE ADDR: 192.223.163.5
HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 1.1.4322; InfoPath.1; .NET CLR 2.0.50727; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022)



Mark and Yolanda Weaver
<webweavers@yahoo.com>
12/21/2009 11:50 PM

To info@barttolivermore.org
cc
bcc
Subject Public Hearing Feedback on Proposed Livermore BART Route

BART.

I would prefer the BART line to run alongside 580 and not deviate from that route. I do not approve of the BART line extending through El Charro, Portola Avenue or any other road. Provide the infrastructure to benefit the whole of the valley and eastward, but not towards the center of Livermore.

Allowing for deviations away from 580 is a waste of taxpayers monies and only lines the pockets of contractors who too often oversee, decide, design, approve and waste our hard earned monies. Get an initial route in place and don't deviate from that plan. Then, over time review if there is a need to provide a transportation "bridge" to those other proposed destinations suggested along existing railroad alignments - then do it.

I only hope that those who make these decisions, actual read, tabulate and with an open mind consider public comments into consideration. Only then, will your decision reflect the will of the people and alleviate the need for BART officials to justify their decisions based on other external factors who have ulterior motives and do not reflect the will of the public.

Yolanda Weaver
Dublin, CA

*I was searching for the Tree of Knowledge
and someone chopped it down!*



Eva Westerlin
 <rosedoctor@gmail.com>
 01/21/2010 10:04 AM

To info@bartolivermore.org
 cc
 bcc
 Subject Comments: Bart extension to Livermore

Looking and reading the information about the extension to Livermore, the most economical and practical route is along El Charro with an Isabel station and along Railroad and the Union Pacific Railroad to Greenville as its end station. This leaves most passengers in close proximity for using Bart. Add to the use of Bart, this route has the least impact on the existing housing developments in the area.
 **Bankhead Theatre with the new Theatre in progress
 **Livermore Lab.
 **Citizens commuting form the Valley (Tracy, Stockton, Fresno)
 **Most Livermore residents.

Another route: Along 580 to Isabel with a station there and down Isabel to Stanley along Railroad, Union Pacific and Greenville. This route serves Las Positas College and the Airport in addition to the Lab, Theaters, commuters and Livermore residents and visitors.

The IMPORTANT stations should serve the 2 Theaters, the Lab. and commuters from the Valley. The College is important too, however, I don't know how many of the students would benefit. The same logic is about the Airport.

Thank you for letting me air my ideas,

Eva Westerlin
 Livermore



0
 01/25/2010 07:50 PM

To info@bartolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Contact Page

Below is the result of your feedback form. It was submitted by () on Monday, January 25, 2010 at 20:50:11

 First_Name: Joyce
 Last_Name: Wheaton
 Email: iteluwatt@aol.com

Message: I realize it is past the 1/21 comment date but I just wish to say I am in favor of the Greenville East Alternative 1 Route. It keeps the downtown and Stanley areas more of a small, strolling downtown arts community with wine and fine dining. The Las Positas College is right there by the tracks and it also closely connects with the Ace Transit Parking where Business men and women can access the BART without bringing in more traffic into the downtown areas. I live off of Collier Canyon and do not desire to have it that close by but I think it makes the most sense for the already tired commuters to have BART easily accessible for them.

verifytext: FVHY
 Submit: Submit

 REMOTE ADDR: 207.200.116.135
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 7.0; AOL 9.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.0.3705; Media Center PC 4.0; Media Center PC 3.0; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 1.1.4322; .NET CLR 2.0.50727)



Dustin Williams
<dwilliams006@gmail.com>
11/16/2009 09:44 PM

To info@barttolivermore.org
cc
bcc
Subject Bart to Livermore

As a resident of Livermore, I look forward to the BART extension. I utilize BART commuting to/from San Francisco on a daily basis. Personally, I am most interested in the BART extension to Greenville Rd. Personally, I am not interested in having BART near downtown Livermore, my concern is that it would have a negative effect.

Dustin



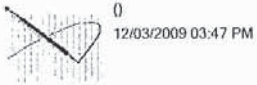
STEPHGOURE@aol.com
01/10/2010 08:14 AM

To info@barttolivermore.org
cc STEPHGOURE@aol.com
bcc
Subject Livermore Extension

Good morning - I am supporting the Bart Livermore extension. My preferred station location is downtown Livermore with a tunnel down Portola Avenue.

Thnak you

Stephanie Wilson-Goure
657 Ridgecrest Circle
Livermore, Ca 94551
925.243.1368



()
12/03/2009 03:47 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, December 3, 2009 at 16:47:51

First_Name: George

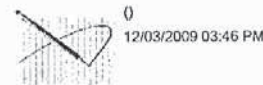
Last_Name: Winchell

Email: winchellv@comcast.net

Message: Please respect the local people in the community that will be
drastically impacted by the negative impacts and keep BART at the freeway.

Submit: Submit

REMOTE_ADDR: 128.115.27.10
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.5; en-US;
rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5



()
12/03/2009 03:46 PM

To info@bartolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, December 3, 2009 at 16:46:50

First_Name: Jamee

Last_Name: Winchell

Email: winchellv@comcast.net

Message: PLEASE PLEASE PLEASE... do not bring BART into the downtown area!

This will cause more traffic, as well as more crime. We have already seen
this with with the recent re-vamp of the downtown area. One use to be able to
go down first street in no time, now it's a tourist attraction. With the
recent announcement that the City of Livermore is cutting 38 job and they are
already not hiring more police officers the crime rate will soar. PLEASE DO
NOT DESTROY OUR COMMUNITY WITH congestion, madness and crime.

Keeping it at the freeway will still stimulate the economy and benefit the
local community and keep the crime rate somewhat lower.

Already with the downturn in the economy we have seen more homeless on the
streets. BART directly to the downtown area would allow ease of a larger
transient population.

The down-home culture of Livermore is what drew us to this community 10 years
ago. Please respect the LOCALS that will be drastically impacted by this.

DUBLIN/PLEASANTON kept it out of their towns as well as every other major
city. PLEASE keep it out of our downtown area!!!!

Submit: Submit

REMOTE_ADDR: 128.115.27.10
HTTP_USER_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.5; en-US;
rv:1.9.1.5) Gecko/20091102 Firefox/3.5.5



wiseguy
 <whysguys@sbcglobal.net>
 12/31/2009 11:34 PM

To info@barttolivermore.org
 cc
 bcc
 Subject bart plan

Bart extension to Livermore

Dear Sirs,

I am a resident of Livermore and have been for years. I look forward to the extension into Livermore. However the idea of putting a route through the center of town does not make any sense or appeal to me. I support the idea only if it is kept along the 580 hwy route. The possible dangers, noise and hazards would be reduced with the 580 stations. It would also make the future possibility of extending to Tracy more viable.

Sincerely,

A concerned Livermore resident



0
 11/16/2009 07:35 PM

To info@barttolivermore.org
 cc
 bcc
 Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
 () on Monday, November 16, 2009 at 20:35:21

First_Name: Troy

Last_Name: Witt

Email: tkwitt@gmail.com

Message: PLEASE KEEP BART OUT OF DOWNTOWN LIVERMORE

Downtown Livermore does not have the capacity to absorb the traffic impact of downtown stations. The space BART would require for adequate parking in a downtown setting would be better used for more retail establishments, parks, and cultural facilities.

Livermore residents do not have the desire for trains to run through the center of the city. Millions of dollars have been invested in revitalizing downtown Livermore, which is now a wonderful place for Livermore residents. Running noisy trains & associated automobile traffic into the downtown area will destroy the setting that has become so inviting.

BART offers a wonderful service for commuters but also brings an undesirable element of crime into communities.

Please keep BART trains along the freeway, with stations at Greenville Rd. and/or Isabel Ave.

Submit: Submit

 REMOTE_ADDR: 24.4.41.126
 HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.0; .NET CLR 1.1.4322; .NET CLR 2.0.50727; InfoPath.1)



0
01/25/2010 06:40 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, January 25, 2010 at 07:40:33

First_Name: John

Last_Name: Wolf

Email: wolfcmm@gmail.com

Message: We absolutely need BART in Livermore. I am in favor of either a highway alignment with one stop at Isabel, the other at Vasco or a downtown livermore alignment. A downtown alignment must be coupled with an end to the line station at Vasco, there is no way a downtown station will work with no end of the line near the highway. The Livermore Bart extension should look two fold, helping the citizens of livermore ride the train to employment centers and secondly to help keep the freeways a bit less congested by providing an alternative for riders who drive over the altamont. I can see why Pleasanton is only concerned about themselves, because they will have two stations soon. With no stoneridge drive extension and the highways as they are, it takes 35 minutes to drive from Pleasanton Bart to my home on the west side of Livermore. That is very sad. I downtown or Isabel station would cut that by two thirds. All we see in Livermore is Dublin and Pleasanton expandin!

g, and Livermore pays an unfair burden by being further isolated from the greater bay area due to the increase in cars dumping onto the highway and extending the gridlock further and further east. Please help us, let's get this bart extension built

Submit: Submit

REMOTE_ADDR: 24.4.2.235
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.0; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7 (.NET CLR 3.5.30729)



Keith Wong
<keithkwong@att.net>
11/29/2009 06:43 PM

To info@barttolivermore.org
cc eastbayrealty@gmail.com
bcc
Subject Bart to Livermore Extension

Having lived in North Livermore for eight years, I believe the most efficient route to Livermore is along I580 as much as possible. This is because:

1. Cost effectiveness. Medium of I580 is the best route for tracks of BART, since the land is already there that brings impacts to Livermore residents to a minimum. Less land use means more funds for actual construction;
2. Environmentally friendly. Building in the medium of I580 will cause minimal environmental impact as far as noise and conjection are concerned, both during construction and operation;
3. Aestheticity. Bart not running through downtown Livermore should cause minimal impact to the effort of downtown Livermore remodeling. In addition, majority of potential Bart riders come from the central valley, not from downtown.

To help passengers transferring from ACE and Wheels, all we need is a few new bus routes or maybe a free shuttle bus schedule. Look at how Bart operates in Dublin/Pleasanton Station. Downtown Livermore will get so crowded with a Bart station that all the surfacc roads will be clogged up.

To have Bart run along I580 is to compete directly with I580, which is how public transportation should work to discourage over use of one resource. Without Bart, I580 will get more crowded in the near future that merely opening up more lanes or adding metering lights won't solve the problem. Again, most of the commuters come from the Central Valley. Therefore, I think the most cost effective and straight forward route is to run Bart along I580. It worked for Dublin/Pleasanton extension, it should also work for Livermore extension.

Keith Wong



iamadane@comcast.net
01/08/2010 12:46 PM

To info@barttolivermore.org
cc
bcc
Subject BART to Livermore

Please keep BART in the freeway median. Many homes and businesses will be adversely affected if the trains are allowed to come off of the freeway and into our backyards. If brought through downtown it will adversely impact traffic and businesses for years while it is being built. I also fear there will be an increase in crime.

Arleen Wood
555 Ontario Drive
Livermore, CA 94550



0
01/21/2010 08:29 AM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
{ } on Thursday, January 21, 2010 at 09:29:31

First_Name: Milton

Last_Name: Yee

Email: bebele@att.net

Message: Priority should be no cost of each plan, minimize undesirable impact on affected communities and time to required to complete it. Given the proposals, the best approach is to align BART tracks along 580, using Alternative 1.

Thanks,
Milton

Submit: Submit

REMOTE_ADDR: 76.200.149.103
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.1.7) Gecko/20091221 Firefox/3.5.7 (.NET CLR 3.5.30729)



ly1546@comcast.net
01/06/2010 09:52 AM

To info@barttolivermore.org
cc
bcc
Subject BART Station for Livermore

For 20 years, BART has planned to extend service to Livermore along the I-580 meridian. This remains the most cost-effective plan that provides easy access for drivers from Livermore and San Joaquin Valley. Since the goal of BART is to get cars off the freeways, why force drivers to go through congested downtown streets of Livermore?

The access for the buses that bring the riders from San Joaquin will not appreciate going into downtown Livermore. That means they will take them to the Pleasanton station as they do today. Livermore cannot possibly want a large multi-level BART garage in their downtown that is required to accommodate the cars of the people using BART.

If Livermore were a San Francisco where there were multiple stops and lots of people were using it to walk to jobs within downtown Livermore, it would make sense.

Let's keep the BART stations along the freeway, and use local public transportation to travel "within" the cities.

LaVonne Youel
ly1546@comcast.net
925-462-3344



()
12/28/2009 05:39 PM

To info@barttolivermore.org
cc
bcc
Subject Inquiry from the BART to Livermore Submit Comments Page

Below is the result of your feedback form. It was submitted by
() on Monday, December 28, 2009 at 18:39:58

First_Name: Melanie

Last_Name: Young

Email: melanie@redhunter.com

Message: To Whom It May Concern:

I read through the proposed alignment alternatives, and I support option 1, the Greenville East along 580 with the two station option. I live near Vasco and Patterson Pass Road and I do not think it make sense to divert the Bart through the city of Livermore to Vasco when the issue is to get the people off the freeway. I do not think the downtown options make sense for our small town, and I don't think it makes aesthetic sense to ruin the downtown with an ugly elevated or even grade level train system. The freeway option is the best option with BART terminating at Greenville, where High Sped Rail may ultimately connect to it. I believe this will help get many of the San Joaquin drivers off 580.

Thanks for the chance to offer my view.

Melanie Young

Submit: Submit

REMOTE_ADDR: 76.103.98.139
HTTP_USER_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.0.16) Gecko/2009120208 Firefox/3.0.16 (.NET CLR 3.5.30729)

Kenneth A
Duron/LMA/Oak/BART
12/30/2009 12:30 PM

To: margenzeke@comcast.net
cc:
bcc: Malcolm Quint/MSQ/Oak/BART
Subject: Re: Liv. Bart [1]

Marge/Dave Zeterberg,

Thank you for your email. Your message will be shared with the Board of Directors as requested. A copy will be provided to our Program Manager for the proposed Livermore Extension.

Thank you for your interest.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov
margenzeke@comcast.net



margenzeke@comcast.net
12/30/2009 12:27 PM

To: boardofdirectors@bart.gov
cc:
Subject: Liv. Bart

Keep the line on I-580. No one in the State has the money for a line in Livermore; further, we do not have parking to facilitate the increased number of cars.

Thank you.

Marge/Dave Zeterberg
2478 Merlot Lane
Livermore, Ca. 94550



"Rosie Zieker"
<ptownpnut@comcast.net>
01/04/2010 08:19 AM

To: <info@barttolivermore.org>
cc: <stoppleasantongridlock@comcast.net>
bcc:
Subject: BART extension

I would like it to be known that we DO NOT want any Aerial bridge to be built for BART and feel strongly that BART should run the BART extension along 580 as was originally planned and furthermore would appreciate no more attempts to deviate from the original plans.

David and Rosie Zieker