



# BART to Livermore Extension

AUGUST 2018

## PROJECT OVERVIEW

The San Francisco Bay Area Rapid Transit (BART) District, in partnership with the Alameda County Transportation Commission (Alameda CTC), proposed a 4.8-mile extension of the Dublin/Pleasanton line along Interstate 580 (I-580) to the City of Livermore with a new station in the vicinity of the Isabel Avenue/ I-580 interchange.

I-580 is a vital commute and freight corridor linking economic centers in the Bay Area with the Central Valley. The project was originally funded through the initial phases of project development, which included project scoping and a program level environmental impact report (EIR). Since the successful passage of Alameda County's Measure BB, BART moved forward with a Project level environmental document and in May 2018, the final EIR was certified. Measure BB would contribute an additional \$400 million for the construction phase of the project.

Due to Assembly Bill 758, future planning is directed to the Tri-Valley-San Joaquin Valley Regional Rail Authority, which is tasked to establish a connection between BART and ACE.



## PROJECT NEED

- An affordable and effective inter-regional and inter-modal link is needed from the existing BART system to inter-regional rail service and priority development areas (PDAs) in Livermore. This connection was identified as an important inter-regional link in the San Francisco Bay Area Regional Rail Plan (2007).
- Regional and inter-regional congestion in this corridor continues to grow.
- An alternative to traffic congestion along the I-580 corridor is needed to improve air quality and reduce greenhouse gases and other emissions associated with automobile use.

## PROJECT BENEFITS

- Extends BART 4.8-miles from existing Dublin/Pleasanton Station along I-580 in the median.
- A new station near I-580/Isabel Avenue interchange.
- Links BART to inter-regional rail service at the Downtown Livermore and Vasco Road ACE train stations and to local PDAs via express bus service.
- Provides an efficient BART-to-bus transfer service.
- Accessible to bicyclists and pedestrians of all ages and abilities.
- Supports regional goals of integrating transit and land use policies.



BART traversing the median on Interstate 580, a vital commute and freight corridor that links Bay Area economic centers with the Central Valley.



Bay Area BART station.



Bay Area BART tracks in construction.

## STATUS

**Implementing Agency:** BART

**Current Phase:** Scoping/Project-Level Environmental

The program level EIR was certified in July 2010.

In May 2018, BART Board of Directors certified the final EIR in accordance to the California Environmental Quality Act. The BART Board voted to not select an alternative for advancement. For more information, including other proposed alternatives, visit [www.bart.gov/about/project/liv](http://www.bart.gov/about/project/liv).

Information related to the Tri-Valley-San Joaquin Valley Regional Rail Authority's efforts, visit: [www.acetobart.org](http://www.acetobart.org).

## COST ESTIMATE BY PHASE (\$ X 1,000)

Scoping/PE/Environmental	\$18,656
Final Design – Plans, Specifications and Estimates (PS&E)	TBD
Right-of-Way	TBD
Utility Relocation	TBD
Construction <sup>1</sup>	\$400,000
<b>Total Expenditures</b>	<b>\$418,656</b>

<sup>1</sup>\$400,000 are Measure BB funds earmarked for construction only once a project alternative has been identified.

## FUNDING SOURCES (\$ X 1,000)

Measure BB <sup>2</sup>	\$400,000
Measure B	\$4,583
State	\$1,700
Regional	\$12,373
<b>Total Revenues</b>	<b>\$418,656</b>

<sup>2</sup>Measure BB funds are available for the construction phase only.

## SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental Impact Review (EIR)	Summer 2008	Summer 2010
Scoping	Winter 2010	Summer 2012
Scoping/Project-Level Environmental	Summer 2012	Spring 2018

## PARTNERS AND STAKEHOLDERS

BART, Alameda CTC and the California Department of Transportation

Note: Information on this fact sheet is subject to periodic updates.