BART to Livermore – Project Update

Presentation to ACTC Planning, Policy, and Legislation Committee

Funding by

BART to Tri-Valley History

- 1957 BART District formed
- 1972 BART opens for service
- 1976-2004 Various Tri-Valley studies
- 1988-1989 BART purchases Isabel and Laughlin/Greenville sites
- 1997 BART extension to Dublin/Pleasanton opens
- 2011 West Dublin/Pleasanton opens
BART to Livermore Recent History

- 2008-2010 Program EIR
- Apr 2010 City of Livermore recommends downtown alignment
- Jul 2010 BART adopts downtown alignment
- Jul 2011 City of Livermore adopts “Keep BART in the freeway” initiative
- Aug 2012 BART issues NOP for Project EIR
- Feb 2014 Project EIR alternatives confirmed

BART to Livermore (LVX) Status

- Jul 31, 2017: Released Draft EIR
- Feb 21, 2018: Released Evaluation of Alternatives Report
- Apr 20, 2018: Released Alternatives Outreach Report
- May 11, 2018: Released Final EIR
- May 24, 2018: Certified Final EIR and Made No Project Alternative Decision

Extensive public outreach throughout EIR development process
All documents available at bart.gov/Livermore
Proposed Project
Conventional BART to Isabel

Alt 1 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)
Alt 2  Express Bus/Bus Rapid Transit (BRT)

Above shows cross-section at the station
Alt 3 Enhanced Bus

Evaluation of Alternatives

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

* Cost to design and construct
** Cost to build, operate, maintain, rehabilitate, and replace
New BART Trips

Conventional BART Alternative

Livermore 28%
Dublin 13%
Pleasanton 17%
Contra Costa County 18%
San Joaquin County 24%

1 dot = 1 new trip

Isabel Neighborhood Plan
BART Systemwide Boardings

Adding Livermore Isabel Neighborhood Plan (INP)

LVX Project Funding

Design & Construction

- $533 million total committed design & construction funding
  - $400 million Alameda County Measure BB (construction)
  - $80 million AB1171 (bridge tolls)
  - $15 million RM1 (bridge tolls)
  - $40 million Livermore Traffic Impact Fees
May 24, 2018 BART Board Actions

• Certified Final EIR
• No majority support for any of the build alternatives
• Directed staff to not advance any of the build alternatives

Questions & Answers