

TIMES - 1/19/06

BART effort is simplistic, shortsighted

The Sailors' BART petition to Livermore and the Weiskamp-Brown BART appeal letters are well intentioned but too simplistic and shortsighted. Their primary target should be the governor as well as the BART Board.

Historically, Cathie Brown and Linda Jeffrey Sailors, former mayors of Livermore and Dublin respectively, worked together to bring BART to Dublin but forgot Livermore. From the beginning, they should have insisted on BART to Livermore, as well as Dublin, when construction costs were more reasonable, a lost opportunity.

The BART board approves of a Livermore extension in principle, but they don't have the \$1 billion to build it. Double that figure for a BART extension to Antioch. Politically, the BART board won't do one without the other. Add millions of dollars for earthquake upgrades and you have a horrendous capital improvements program for BART with an empty pocket book.

Sailors, Brown and Wieskamp should keep faith with Livermore petitioners and now direct their BART campaign to Gov. Schwarzenegger. In his recent State-of-the-State speech the governor has asked for a voter-approved mega-bond measure as primary funding for roads, bridges, schools, levees and other aging infrastructure. BART to Livermore should be included in the governor's proposal. Commuters can't ride a BART study committee to work.

**Clarence Hoenig
Livermore**

Real BART

Robert Allen

Livermore

Former BART Director

BART at grade in a freeway median in 2003 dollars costs about \$12 million/mile, plus stations, land, structures, cars, shops, yards, and "implementation." That is for the BART line itself - track, power, train control, and K-rail. (Current figures are not

1/19/06 Independent

available. But I suspect they would run about \$15 million/mile today.)

The largest BART-taxed cities with no BART rail are Antioch and Livermore. Each lies just a few miles along an overcrowded freeway from BART. Route 4 and I-580 are both crying for widening. That widening should include a median wide enough for BART.

Given a wide enough median, a real BART line could reach Hillcrest in Antioch for about \$120 million, and Greenville Road in Livermore for about \$180 million, both plus stations, cars and implementation. BART in a freeway median would need little extra for structures, and sops/yards could be added later beyond Hillcrest and a Greenville ACE intermodal along the railroad right-of-way.

eBART beyond Hillcrest and ACE beyond Greenville make sense. (Of these rail connections, ACE is a commuter rail, while eBART would be transit, which needs double tracks.)

The proposed eastbound HOV land along I-580 is a wasteful use of Alameda County money to benefit Central Valley commuters. It would have to be relocated when BART comes. The money should instead be used to widen I-580 eastward from the end of BART to accommodate both BART and HOV lanes in both directions.

Route 4 has already been widened enough to allow BART to Railroad Avenue in the median. In any event, real BART - not eBART - should run between Bay Point and Pittsburg. The cost would be minimal. All East Contra Costa commuters would benefit. However, widening Rt. 4 for real BART to Hillcrest should be top priority.

BART Trains

Cathie Brown

Former Livermore Mayor

Who is Clarence Hoenig to criticize Linda Jeffrey Sailors (former Mayor of Dublin) and Ayn Wieskamp (former Livermore City Council and current East Bay Regional Park Board Director) for trying to bring BART to Livermore? Perhaps he did not know that they, along with Karin Mohr (former Pleasanton City Council) and Erlene DeMarcus (former BART Board Director) were the people who fought for the first Dublin station and won. I know, because I was also involved in that successful effort.

BART came to Dublin, because we refused to believe the regional transportation agency when they said that there wasn't enough money for BART in the valley. It just wasn't their priority. BART also told us that we couldn't support a BART station, because we didn't have enough potential riders. Within the first month of operation, the Dublin/Pleasanton BART station reached its 10 year ridership projection.

You have only to look at I-580 to know that we could fill the trains. I suggest that Clarence leave this issue to those who have the knowledge and history to pull it off.

Anyone interested in voicing your desire for a Livermore BART

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1/12/06