BART-OAKLAND AIRPORT CONNECTOR
Linking regional and inter-regional rail systems to an international airport

Planning Department

May 10 2001
SCHEDULE UPDATE

- 6/01 Draft EIR/EIS out for public review
- 7/01 Board selects “Locally Preferred Alternative”
- 10/01 Board adopts final project
- 10/02 RFP released
- 2003 Construction begins
- 2005 Revenue service begins if Quality Bus
- 2007 Revenue service begins if AGT
OAKLAND INTERNATIONAL AIRPORT

- Annual Passengers:
  - 1990 5.5 million
  - 2000 10.6 million
  - 2020 24.7 million

- Current levels of air freight traffic to triple by 2020

- Airport Roadway Project. 98th Ave. under Doolittle Dr.

- Six-level parking structure (complete 2005)

- "Double-decked" and consolidated terminal (complete 2007)

- Twelve new aircraft gates
NEW CATEGORIES EXISTING TERMINAL 2 CONCOURSE OAKLAND AIRPORT TERMINAL AGT STATION
CONNECTOR ALTERNATIVES

- **No Project:** Keep AirBART shuttle bus service at current market share as airport grows.

- **Quality Bus:** Relatively low capital investment. Right-of-way not exclusive. Emulate AGT service as much as possible.

- **Automated Guideway Transit (AGT):** Exclusive right-of-way. Possibly two intermediate stations.
  - Single Lane Bypass Shuttle AGT
  - Dual Lane Pinched Loop AGT
QUALITY BUS STATION
QUALITY BUS STATION SECTION AND LAYOUT at COLISEUM STATION

New Elevator and Escalator to End of BART Platform

BART Train

Automated Doors

60 Foot Articulated Low Floor Bus

San Leandro Street

Walkway to BART

New Quality Bus Platform

60 Foot Articulated Low Floor Bus

San Leandro Street

Existing BART Station

New Quality Bus Station

Union Pacific ROW

Walkway to Paid Area

Elevator & Escalator to BART Platform

BART Parking

76th Avenue

Shelf Street

Traffic Signal

San Leandro Street

Effective Road Opening

On Ramp

Off Ramp
AGT STATION SECTION AND LAYOUT at COLISEUM STATION
POSSIBLE AGT CONFIGURATIONS

Single Lane Bypass Shuttle

Dual Lane Pinched Loop
## TOTAL TRIP TIMES*

In 2020

<table>
<thead>
<tr>
<th>ALTERNATIVES</th>
<th>TOTAL ONE-WAY TRIP TIME</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Includes ½ headway + ½ wait time</td>
</tr>
<tr>
<td>No Project</td>
<td>24.5 minutes (average)</td>
</tr>
<tr>
<td>Quality Bus</td>
<td>20.0 minutes (average)</td>
</tr>
<tr>
<td>AGT Dual Lane Pinched Loop without intermediate stations</td>
<td>12.2 minutes (constant)</td>
</tr>
<tr>
<td>AGT Dual Lane Pinched Loop with intermediate stations</td>
<td>13.8 minutes (constant)</td>
</tr>
</tbody>
</table>
COST ESTIMATES
2001 dollars in millions

• $1........No Project
• $30.......Quality Bus
• $154......AGT Single Lane Bypass Shuttle
  without intermediate stations
• $179......AGT Single Lane Bypass Shuttle
  with 2 intermediate stations
• $207......AGT Dual Lane Pinched Loop
  without intermediate stations
• $232......AGT Dual Lane Pinched Loop
  with 2 intermediate stations
# ANNUAL CONNECTOR RIDERSHIP

## Forecast for 2020

<table>
<thead>
<tr>
<th>Millions of People</th>
<th>Alternative</th>
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<tr>
<td>1.2</td>
<td>No Project</td>
</tr>
<tr>
<td>2.2</td>
<td>Quality Bus</td>
</tr>
<tr>
<td>3.7</td>
<td>AGT - Single Lane Bypass Shuttle without stations</td>
</tr>
<tr>
<td>5.0</td>
<td>AGT - Single Lane Bypass Shuttle with stations</td>
</tr>
<tr>
<td>4.2</td>
<td>AGT - Dual Lane Pinched Loop without stations</td>
</tr>
<tr>
<td>5.7</td>
<td>AGT - Dual Lane Pinched Loop with stations</td>
</tr>
</tbody>
</table>
Oakland Airport Connector
Ridership and Capital Cost Estimates

2020 Annual Riders (in 10,000 rider increments)

- 120 (10,000)
- 220 (20,000)
- 370 (37,000)
- 500 (50,000)
- 570 (57,000)

Capital Costs in Millions in 2001 Dollars

- $1
- $30
- $154
- $179
- $207
- $232
LINKING TRANSIT WITH DEVELOPMENT

TRANSIT
- BART Station
- AC Transit Intermodal
- Capitol Corridor Train Station
- BART/Oakland Airport Connector
- Oakland International Airport

DEVELOPMENT
- Coliseum BART Station Area Plan
- Intermediate AGT Station Development
- Hegenberger Gateway Design Plan
- Coliseum
Coliseum/Oakland Airport Station Area Plan

- Funded jointly by BART and City of Oakland
- Oakland Housing Authority $34 million Hope VI Grant
- Transit Village - Residential and Retail
- Airport Regional Commercial Job Center
- BART Parking
OAKLAND COLISEUM AMTRAK STATION

- Engineering drawings complete
- Construction funding obtained by City of Oakland
- Open-air, unattended platform
- Pedestrian ramp to Coliseum bridge
- 35 parking spaces
- Open February 2002
INTERMEDIATE AGT STATION DEVELOPMENT

MetroPort
(Simeon Commercial Development)

- 23 acre parcel owned by Port of Oakland
- 1.3 million square feet Class A office space
- 16-story, 300 room hotel
- 25,000 square feet of retail
- Conference center
- EIR under production
INTERMEDIATE AGT STATION DEVELOPMENT

- **Doolittle Station**
  - Parcel consolidation
  - Potential hotel site
  - Hegenberger Gateway Design concept
HEGENBERGER GATEWAY DESIGN PLAN

- Canary Palm Trees
- 50-foot high banner structures
- Street lighting - pedestrian and vehicle
- Side banners
- Median strip landscaping
- Repaving
- Completion expected later this year
OAC FUNDING PLAN*

2001 dollars in millions

- $38  Regional STIP
- $75  Measure B (Alameda Co. Transportation Sales Tax)
- $45  ITIP (Interregional Transportation Improvement Program)
- $25  Regional Measure 1 Rail Extension Reserve
- $37  Other ($25 Port of Oakland, $12 City of Oakland)
- $12  Dependent upon extension of AB 2928

$232  Total

Potential additional sources:

- $7  Tier II of Measure B (ACTIA to program in 2012)
- $78.4  State General Fund (request submitted by Senator Perata and Assemblymember Chan)

* Funding Plan per Draft Alameda County 2001 Countywide Transportation Plan update.  CMA set to consider adoption by June.
Oakland Airport Connector

Coliseum BART Station with Proposed AGT
BART EXTENSION INTO THE
SAN FRANCISCO INTERNATIONAL AIRPORT

BIRD'S EYE PERSPECTIVE LOOKING NORTHEAST
OF AERIAL WYE ALIGNMENT PROVIDING RAIL ACCESS
DIRECTLY INTO THE NEW INTERNATIONAL TERMINAL AT SFIA
BART / Oakland Airport Connector

**Connector Goals**

+ Accommodate more riders
+ Relieve traffic congestion
+ Improve air quality
+ Decrease travel time and provide reliable service
+ Support transit oriented development
Coliseum Station Area Development Plan
PARTNERSHIP WITH THE CITY OF OAKLAND

TRANSIT VILLAGE
HOPE VI HOUSING OHA
HIGH DENSITY TRANSIT ORIENTED HOUSING
NEW NEIGHBORHOOD RETAIL / SERVICES

CAPITOL CORRIDOR STATION
AIRPORT/REGIONAL COMMERCIAL CENTER
BART PARKING

CAPITOL CORRIDOR
SAVANNAH AVENUE
SOUTH BAY TRAIL
OAKLAND INTERNATIONAL AIRPORT
HEGEMORE ROAD

SAN LEANDRO STREET
AC TRANSIT INTERMODAL
BART STATION

OAKLAND AIRPORT CONNECTOR

MAKING THE CONNECTION
BART
OAK
International Airport
Transit Oriented Joint Development Vision

1. Airport/Regional Commercial Center
2. Transit Village
3. Edgewater Station
4. OAK International Airport Terminal Station
5. Oakland Airport Connector at BART Station
Oakland Airport Connector

Coliseum BART Station with Proposed AGT
Fact sheet for developing a press release:
BART – Oakland International Airport Connector project approval and EIR/EIS certification by BART Board

What: Approval of the BART – Oakland International Airport Connector project and certification of the project’s EIR/EIS. More technically, the actions that are requested of the BART Board are:
2. Adopt the Recommended Project, defined as the Preferred Alternative in the Final Environmental Impact Report/Final Environmental Impact Statement.
4. Authorize the BART General Manager to proceed with implementation actions, including acquisition of property as funding is identified.

Where: Board Room, BART main office, 800 Madison St., Oakland

When: Thursday, March 28, 2002 at 9:00 AM

Who: The BART Board of Directors, first meeting as a committee-of-the-whole to make a recommendation to the Board and then as the Board to take formal action on the recommendation.

Why anyone should care:
- The Connector project will provide a fast, reliable and convenient alternative to driving on congested roadways to and from Oakland International Airport as well as businesses and residences in the vicinity of the Hegenberger – 98th Ave. corridor.
- People working at the Airport will be able to get to their jobs via the Connector. Over the 1998-2010 period, jobs at the Airport will increase from 15,900 to over 18,600.
- The Connector will replace over three million vehicle trips per year between the Airport and points all around the Bay Area.
- Oakland International Airport is the principal gateway to Oakland and the East Bay for visitors from outside the region. The Connector is an integral part of that gateway, linking the Airport with the transportation network that accesses Oakland, the East Bay and the entire Bay Area.
- The Connector will also link the Airport with a revitalized East Oakland. It will directly access the Oakland Coliseum Station Area Development Project, which is planned as the cornerstone of major new commercial, industrial and residential development in the area.
Other background info:

- The Connector will be a seamless connection between BART and the Airport. What that means is that the Connector is part of the BART system, so riders don’t have to pay a separate fare when transferring between BART and the Connector.

- The Connector is a three-mile long link that will connect with BART at the Coliseum station. It will feature a raised guideway *(provided this is the alternative approved by the BART Board, as we anticipate it will be)* that will allow riders to move along rapidly above traffic.

- Riders will save a considerable amount of time over the current AirBART shuttle bus that connects BART with the Airport, especially when there are special events at the Coliseum complex and during peak travel periods at the Airport.

- A design/build contract for the Connector is scheduled for award at the end of 2003 and the system should begin operation in 2008.

- The Connector will also link Capitol Corridor and Amtrak trains to the Airport at the future Coliseum-Airport station, to be built across the street from the Coliseum BART station.

Quotes: Forthcoming from a very notable and quotable person whose heart and soul are indeed a part of this project. Stay tuned.

Contact info:

At BART, Val Menotti, Manager, Alameda County Planning, 510-287-4794.
At the Port: Steve Gregory, Senior Strategic Planner, 510-627-1363 for funding questions and Kristi McKenney, Aviation Planning Manager, 510-627-1178 for project questions.
Oakland Airport Connector

Proposed Project

- 3.2-Mile Automated Guideway Transit with two intermediate stations, Option A Alignment, and Straight-In Alignment at Airport
- Total Travel Time: 11.2 min.
- 2020 Ridership (trips)
  - Annual: 4.9 million
  - Average Daily: 13,540
  - Peak Day: 19,900
Oakland Airport Connector

Proposed Edgewater Intermediate Station - MetroPort
Oakland Airport Connector

Examples of AGT Technologies

- Image of a monorail system
- Image of a terminal at the airport
- Image of an outdoor train track
- Image of a train in a tunnel
Oakland Airport Connector
BART/OAKLAND AIRPORT CONNECTOR PROJECT
Proposed Project Fact Sheet

Description
The proposed Oakland Airport Connector (OAC) project is a 3.2-mile Automated Guideway Transit (AGT) connection from the Coliseum BART Station to a new station at the Oakland International Airport (OAK). The proposed project would operate in an exclusive right-of-way on a dual lane guideway elevated along its entire length, except for a short tunnel beneath the Airport Drive/Doolittle Drive interchange and an at-grade segment in the vicinity of the North Field runways. Two intermediate BART stations would be located at Hegenberger Road at Edgewater Road and at Hegenberger Road near Doolittle Drive. These locations will support the City's efforts to revitalize Hegenberger Road. Fares would be collected at the Oakland Airport BART station and the intermediate BART stations, allowing for a seamless transfer between BART and the OAC project.

The project was developed through a collaborative partnership between BART, the City of Oakland and the Port of Oakland.

Benefits
The proposed AGT project will provide travelers with a reliable transit alternative to traffic congestion on I-880 and Hegenberger Road. The benefits of the proposed project include:

- Provides a convenient and reliable alternative to traffic congestion.
- Utilizes existing BART train capacity.
- Serves the 17,000 jobs forecasted for Oakland International Airport in 2020.
- Expands transit capacity to serve growth in air travel demand at OAK from 9.8 million annual passengers in 1999 to 24.7 million annual passengers in 2020.
- Expected to capture 13.2% of all airport passengers, allowing OAK to attain one of the highest airport transit access mode shares in the county.
- Provides frequent headways of 3.5 minutes.
- Provides a fast and reliable transit connection with an in-vehicle travel time 8.2 minutes and a total trip time (including transferring, waiting and walking to the terminal) of 11.2 minutes.
- Projected to carry 13,540 average daily passengers in 2020.
- Designed to accommodate peak season airport travel demand of 19,900 daily transit trips.
- Projected to transport 4,943,900 annual passengers.
- Estimated to have fares pay for all operating and maintenance costs.
Funding
The estimated capital cost for the proposed AGT system is $232 million (in $2001). Capital expenses for the proposed project are expected to be met by a combination of Alameda County transportation sales tax revenues (Measure B), airport revenues and state and regional funds. The funding plan consists of the following sources: $76 million in voter approved funds pursuant to Measure B (2001 dollars), $25 million from the Port of Oakland, $31 million in bridge tolls, $88 million in regional and state funds, and $12 million from the City of Oakland.

Next Steps
If the BART Board of Directors adopts the proposed project, and once funding has been secured, the proposed schedule is as follows:

- Complete Preliminary Engineering: July 2003
- Advertise Design-Build Contract: July 2003
- Award Design-Build Contact: February 2004
- Begin Revenue Service: 2008
Oakland Airport Connector

Proposed Project

• 3.2-Mile Automated Guideway Transit with two intermediate stations, Option A Alignment, and Straight-In Alignment at Airport
• Total Travel Time: 11.2 min.
• 2020 Ridership (trips)
  – Annual: 4.9 million
  – Average Daily: 13,540
  – Peak Day: 19,900
FACT SHEET

BART – Oakland International Airport Connector project approval and EIR/EIS certification by BART Board

What: BART Board approval of the BART – Oakland International Airport Connector project and certification of the project’s EIR/EIS. The BART Board:

2. Adopted the Recommended Project, defined as the Preferred Alternative in the Final Environmental Impact Report/Final Environmental Impact Statement.
4. Authorized the BART General Manager to proceed with implementation actions, including acquisition of property as funding is identified.

Who: The BART Board of Directors
When: Thursday, March 28, 2002
Why:

• The Connector project will provide a fast, reliable and convenient alternative to driving on congested roadways to and from Oakland International Airport as well as businesses and residences in the vicinity of the Hegenberger – 96th Ave. corridor.
• People working at the Airport will be able to get to their jobs via the Connector. Between now and 2010, jobs at the Airport will increase from 15,900 to over 18,600.
• The Connector will replace over three million vehicle trips per year between the Airport and points all around the Bay Area.
• Oakland International Airport is the principal gateway to Oakland and the East Bay for visitors from outside the region. The Connector is an integral part of that gateway, linking the Airport with the transportation network that accesses Oakland, the East Bay and the entire Bay Area.
• The Connector will also link the Airport with a revitalized East Oakland. It will directly access the Oakland Coliseum Station Area Development Project, which is planned as the cornerstone of major new commercial, industrial and residential development in the area.

Background information

• The Connector will be a seamless connection between BART and the Airport. What that means is that the Connector is part of the BART system, so riders don't have to pay a separate fare when transferring between BART and the Connector.
• The Connector is a three-mile long link that will connect with BART at the Coliseum station. It will feature a raised guideway that will allow riders to move along rapidly above traffic.
• Riders will save a considerable amount of time over the current bus connector between BART and the airport, especially when there are major events at the Coliseum complex and during peak travel periods at the Airport.
• A design/build contract for the Connector is scheduled for award in 2004 and the system should begin operation in 2008.
• The Connector will also link Capitol Corridor and Amtrak trains to the Airport at the future Coliseum-Airport station, to be built across the street from the Coliseum BART station.

***

Contact: Marilyn Sandifur
Media/Public Relations Manager
Port of Oakland
510-627-1193
msandifur@portoakland.com
BART-Oakland International Airport Connector

Making the Connection to Oakland International Airport

BART Board Meeting
March 28, 2002

Context for Today's Meeting

- March 14: OAC Workshop
- March 19: Board Receives FEIR
  1) DEIR/DEIS
  2) Responses to Comments
- March 28: Board Requested to:
  1) Certify FEIR
  2) Adopt a Project
  3) Adopt CEQA Findings, and Mitigation Monitoring & Reporting Plan
  4) Authorize Real Estate Acquisition (as appropriate)
Agenda

- Project History
- Environmental Analysis
  - Alternatives Considered
  - Comparison of Alternatives
  - Proposed Project
- BART Framework for System Expansion
- Next Steps
- Requested Board Actions

Project History

- 1970: Phase I Transit Access Feasibility Study for Oakland Airport Access Task Force (OAATF) (Kaiser Engineers)
- 1975: Phase II Oakland Airport Transit Access Project (Kaiser Engineers)
- 1979: Oakland Airport Transit Connector Working Paper Preliminary Design and Engineering Phase (DeLeuw, Cather & Co.)
- 1981: Oakland Airport Transit Connector Draft EIS (UMTA)
- 1993: Project Update Report: BART-Oakland Airport Intermodal Connector Project (BART, Port of Oakland)
Environmental Analysis

Project Objectives

1) Provide reliable scheduled service between BART and OIA.
2) Provide flexibility to increase transit vehicle frequencies during periods of increased travel demand.
3) Offer a competitive alternative to those who drive to OIA by providing predictable connections and travel time savings.
4) Provide a convenient, safe, and comfortable connection between BART and OIA.
5) Maximize BART ridership.
6) Be cost-effective, recognizing budget constraints and available funding.
7) Be consistent with BART's expansion policy, providing flexibility to accommodate potential intermediate stops that support local economic growth.
8) Minimize significant environmental consequences of construction and operation.
Environmental Analysis

Oakland International Airport
Users by Area of Residence
(Nov. 2000)

<table>
<thead>
<tr>
<th>Passenger residence</th>
<th>% of total airport users</th>
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<tbody>
<tr>
<td>Oakland</td>
<td>6.2%</td>
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<tr>
<td>Tri-Valley</td>
<td>4.5%</td>
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<tr>
<td>Alameda</td>
<td>25.2%</td>
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<tr>
<td>Contra Costa</td>
<td>18.2%</td>
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<tr>
<td>Other Bay Area</td>
<td>13.4%</td>
</tr>
<tr>
<td>Bay Area Total</td>
<td>56.8%</td>
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<tr>
<td>Other Northern California Counties</td>
<td>2.8%</td>
</tr>
<tr>
<td>Southern California Counties</td>
<td>15.2%</td>
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<tr>
<td>Other California counties</td>
<td>1.5%</td>
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<tr>
<td>Other U.S.</td>
<td>23.7%</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
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Environmental Analysis

Regional Connections

- BART
- Capitol Corridor
- Oakland International Airport
Environmental Analysis

Project Study Area: Hegenberger Corridor
- Transportation
- Regional Commercial
- “Gateway to Oakland”

Environmental Analysis

- No Action (AirBART)
Component Infrastructure Environmental Analysis

Quality Bus (QB)

Components Considered:
- Seamless Transfer
- Exclusive Bus Lane
- Bus Guideway
- Intermediate Stations
- Signal Preemption
- Enhanced Buses

Quality Bus (QB)

Components Included:
- Seamless BART Transfer
- Exclusive Bus Lane @ Airport
- Signal Preemption
- Enhanced Buses
Automated Guideway Transit (AGT)

Components Included:
- Seamless BART Transfer
- Exclusive Aerial Guideway
- Intermediate Stations

Examples of AGT Technologies
Environmental Analysis

Performance and Environmental Comparison of Project Alternatives - 2020

<table>
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<tr>
<th>Features</th>
<th>No Action</th>
<th>QB Alternative</th>
<th>Preferred Alternative</th>
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<tr>
<td>Average Daily Ridership</td>
<td>3,340</td>
<td>6,030</td>
<td>13,540</td>
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<tr>
<td>Annual Ridership</td>
<td>1,219,100</td>
<td>2,200,950</td>
<td>4,943,900</td>
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<td>Peak Day (Friday) Daily Ridership</td>
<td>4,910</td>
<td>8,860</td>
<td>19,900</td>
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<td>Mode Share of Local Air Passengers</td>
<td>5.1%</td>
<td>8.8%</td>
<td>13.2%</td>
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<tr>
<td>Peak Period Headway (in minutes)</td>
<td>5</td>
<td>4</td>
<td>3.5</td>
</tr>
<tr>
<td>Average Total Trip Time between BART and OIA (in minutes)</td>
<td>24.5</td>
<td>20</td>
<td>11.2</td>
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<td>Capital Costs (million 2001$)</td>
<td>0.39</td>
<td>30.2</td>
<td>229.6</td>
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Source: EIS, Table 2.3-1 FEIR/FEIS

Environmental Analysis

Airport Rail Access Mode Share
Proposed Project
- 3.2-Mile Automated Guideway Transit with two intermediate stations, Option A Alignment, and Straight-In Alignment at Airport
- Total Travel Time: 11.2 min.
- 2020 Ridership (trips)
  - Annual: 4.9 million
  - Average Daily: 13,540
  - Peak Day: 19,900

Alignment at Airport: Straight-In vs. Option D
- Straight-In Alignment Proposed
- Avoids Wetlands Impacts
- Enhances Customer Experience
- Reduces Travel Time
- Minimizes Costs
- Boosts Transit Image
Environmental Analysis

North Hegenberger: Option A vs. Median

- Option A Proposed, however
  - Both Options Environmentally Evaluated in FEIR/FEIS
  - BART to Work Closely with City of Oakland on this Portion of the Alignment
  - Next Phase of Analysis (PE) to Provide Additional Detail
  - Any Alignment Modifications Will Be Brought to BART Board

Environmental Analysis

Significant and Unavoidable Impacts

1) Visual Compatibility - Project
2) Energy - Project
3) Construction Related Noise
4) Construction Related Vibration
5) Cumulative - Visual Compatibility
6) Cumulative - Energy
7) Cumulative - Traffic Noise
8) Cumulative - Construction Traffic
9) Cumulative - Construction Noise
Framework for System Expansion

**Goals**

- Enhance regional mobility, especially access to jobs.
- Generate new ridership on a cost-effective basis.
- Demonstrate a commitment to transit-supportive growth and development.
- Enhance multi-modal access to the BART system.
- Develop projects in partnership with communities that will be served.
- Implement and operate technology-appropriate service.
- Assure that all projects address the needs of the District’s residents.

*adopted 12/2/99*
Regional Mobility

Access to Jobs & Regional Destinations
- 17,000 Jobs at OAK in 2020
- Annual Passenger Trips at Oakland International Airport Projected to Increase:
  - 1999 - 9.2 Million
  - 2020 - 24.7 Million

Transit Reliability

2020 Ridership for Proposed Project
- Annual Trips: 4.9 Million
- Average Daily Trips: 13,540
- Peak Day Trips: 19,900

Cost-Effectiveness

- AGT: $6.25 per New Rider
- Ranked "High" in MTC RTEP
- Farebox Revenue from New Ridership Projected to Cover Operating Costs
Transit Supportive Growth

- Coliseum BART Station
  - BART, City of Oakland, Oakland Housing Authority
  - Concept Plan Recommends:
    - Residential Uses East of Station
    - Commercial Office/Retail West of Station
    - Conducting Further Analysis

- Edgewater Station
  - MetroPort (being studied by City)
    - 23 acre parcel owned by Port of Oakland
    - 1.3 million square feet Class A office space
    - 16-story, 300 room hotel
    - 25,000 square feet of retail
    - Conference center

- Doolittle Station
  - Potential hotel site
  - Hegenberger Gateway Design concept

Multi-Modal Access

- Provides Enhanced Access to BART System
- Allows Travelers to have Car-Free Visit to Bay Area
- Provides Regional Gap Closure by Linking BART and Capitol Corridor with Airport
- Enhances Pedestrian Destinations at Intermediate Stations
Partnerships with Communities

Community Outreach
- Community Meetings (over 25)
- Environmental Meetings
  - Public Scoping/Open House: Nov. 1999
  - DEIR/DEIS Hearing: Sept. 2001
- Stakeholder Meetings
- Station Area Planning Meetings
- Station Area Improvement Task Force
- Crime Prevention Through Environmental Design
- Project Development Team
- Newsletters
- BART Web Site

Technology Appropriate Service
- Transit Phasing: Success of AirBART Highlights Opportunity to Expand Transit Mode Share in this Market
- Evaluated Non-BART Transit Alternatives:
  - Quality Bus
  - Automated Guideway Transit
- AGT Optimizes Capacity, Reliability, and Headways (3.5 Minutes)
Needs of District Residents

**Proposed Project:**

- connects to East Bay's International Airport;
- utilizes Existing BART Capacity;
- complements Core BART System Headways;
- is Cost-Effective; and
- covers Operating Costs.

Framework for System Expansion

**Goals**

- Enhance regional mobility, especially access to jobs.
- Generate new ridership on a cost-effective basis.
- Demonstrate a commitment to transit-supportive growth and development.
- Enhance multi-modal access to the BART system.
- Develop projects in partnership with communities that will be served.
- Implement and operate technology-appropriate service.
- Assure that all projects address the needs of the District’s residents.

adopted 12/2/99
Next Steps

Proposed Project Schedule

- Draft EIR/EIS: July 2001
- Board Action: March 2002
- Complete PE/Proc Docs: July 2003
- Advertise Design-Build Contract: July 2003
- Award Design-Build Contract: February 2004
- Revenue Service: 2008

Next Steps

Proposed Funding Plan

<table>
<thead>
<tr>
<th>SOURCE</th>
<th>AMOUNT</th>
<th>STATUS</th>
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<tbody>
<tr>
<td>Alameda County</td>
<td>$ 75.0</td>
<td>Voter approved</td>
</tr>
<tr>
<td>Measure B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STIP</td>
<td>$ 5.5</td>
<td>CTC approved</td>
</tr>
<tr>
<td>Port of Oakland</td>
<td>$ 25.0</td>
<td>Committed</td>
</tr>
<tr>
<td>Future STIP</td>
<td>$ 38.0</td>
<td>Planned; $15 M pending</td>
</tr>
<tr>
<td>ITIP</td>
<td>$ 45.0</td>
<td>Application pending</td>
</tr>
<tr>
<td>Bridge Tolls (RM-1)</td>
<td>$ 31.5</td>
<td>RTP Track 1</td>
</tr>
<tr>
<td>City of Oakland</td>
<td>$ 12.0</td>
<td>Planned</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$232.0</td>
<td></td>
</tr>
</tbody>
</table>
Requested Board Actions

- March 28: Board Requested to:
  1) Certify FEIR
  2) Adopt a Project
  3) Adopt CEQA Findings, and Mitigation Monitoring & Reporting Plan
  4) Authorize Real Estate Acquisition (as appropriate)

Oakland Airport Connector