

Oakland Airport Connector

Oakland, California

(November 2009)

The San Francisco Bay Area Rapid Transit District (BART) is planning a 3.2 mile automated guideway transit (AGT) system that will provide a direct connection between BART's Coliseum Station and the Oakland International Airport. The Oakland Airport Connector (OAC) project will operate 12 fully automated vehicles on an exclusive right-of-way, similar to systems operated in many airports. The OAC will include stations at the BART Coliseum Station and the Oakland International Airport Terminal, a vehicle maintenance and storage facility, and four traction power substations. The project will be designed to accommodate a potential future intermediate station at Doolittle Drive.

The total capital cost of the project is estimated to be \$492.69 million, with a proposed Section 5309 New Starts share of \$24.99 million. *Because the proposed New Starts share is less than \$25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(1)(B)).*

Summary Description

Proposed Project:	Automated Guideway Transit 3.2 Miles 2 Stations
Total Capital Cost (\$YOE):	\$492.69 Million (includes \$8.6 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$24.99 Million (5.1%)
Ridership Forecast (2012):	5,000 Average Weekday Boardings

Project Development History and Current Status

Planning studies for a fixed guideway connection between the BART system and Oakland International Airport began as early as 1981, when BART and the Urban Mass Transit Administration (UMTA) completed the BART Oakland Airport Alternatives Analysis/Draft Environmental Impact Statement (EIS). In November 1999, FTA published a Notice of Intent to prepare a DEIS, which was circulated for public review in August 2001. Based upon the DEIS, an Automated Guideway Transit alternative was selected as the locally preferred alternative. In December 2001, the Metropolitan Transportation Commission adopted the automated guideway transit alternative into the regional Long Range Plan. In March 2002, a Final EIS was published. FTA issued a Record of Decision for the project in July 2002. In March 2007, BART adopted an FEIS/FEIR addendum for minor changes to the project, which did not require a supplemental environmental review. In May 2007, FTA selected the OAC project as a Pilot Project under the Public-Private Partnership Pilot Program (Penta-P). In July 2009, BART issued a request for design-build-operate-maintain (DBOM) proposals.

Because the project has completed the environmental review process required by the National Environmental Policy Act, the majority of non-New Starts funding is committed, and this is an "Exempt" Penta-P project, FTA agreed to expedite project delivery by concurrently approving entry of the project into preliminary engineering and final design. FTA notified Congress of its intent to approve the project into preliminary engineering and final design in November 2009, and took formal approval action in December 2009.¹

¹ As of January 2010, the project's outlook is uncertain pending resolution of Civil Rights compliance concerns.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$24.99	5.1%
American Recovery and Reinvestment Act	\$70.00	14.2%
State Transportation Improvement Program (STIP)	\$20.70	4.2%
TIFIA Loan	\$79.43	16.1%
State:		
Proposition 1B	\$32.80	6.6%
Local:		
Alameda County Transportation Improvement Agency Measure B	\$89.05	18.1%
Port of Oakland Passenger Facility Charges	\$29.54	5.9%
Regional Measure 1 and 2 (Bridge Tolls)	\$99.00	20.1%
Regional Measure 2	\$47.20	9.5%
Total:	\$492.69	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

*State Transportation Improvement Program (STIP) funds are state-administered Federal flexible funds augmented by state gas tax and other revenues. These funds are passed from the state to local transportation agencies as STIP funds, but all Federal requirements apply.

Map

