



OMAR R. BENJAMIN  
Executive Director

October 1, 2009

Members of the Oakland City Council  
City Hall  
One Frank Ogawa Plaza, 2<sup>nd</sup> Floor  
Oakland, CA 94612

Dear Councilmembers:

On behalf of the Port of Oakland and the Oakland International Airport, I am pleased to offer my support for the BART Oakland Airport Connector project. The Port has worked with the regional funding partners (Metropolitan Transportation Commission, Alameda County Congestion Management Agency, Bay Area Rapid Transit District, and the Alameda County Transportation Improvement Authority) for a number of years to bring this project to fruition, and we are now close to making the Connector a reality.

Oakland International Airport operates in a competitive market for airline service and passengers, and it is important to maintain this competitiveness with other airports in the area by continuing to demonstrate high levels of customer service and convenience for the traveling public. The Connector will provide reliable, dependable transit service to the airport for our passengers well into the future. This service is over and above what could hope to be achieved through the existing AirBART program or a rapid bus system traveling on local roads.

The Connector will deliver significant benefits to the local and regional economies through the immediate creation of new construction jobs and long-term employment opportunities once the service is up and running. Significantly, BART's project cooperation agreement ensures that 25 percent of construction jobs and 50 percent of apprenticeship hours go to Oakland residents. In our current economic climate, with joblessness rates on the rise and our community desperately in need of employment opportunities, the Connector is a perfect example of a project that will put people to work and deliver long-term benefits to the region and to the airport. The Connector will also serve to reduce congestion on the local access roads to the airport, thereby improving the environmental conditions of our airport operations.

The airlines that serve OAK unanimously supported the Connector through the use of Passenger Facility Charges; these are fees that the airport currently collects from passengers traveling through the airport to help pay for various airport-related improvements. It is a testament to the fact that the Connector is a viable marketing tool for new airline service that the airlines believe that this will provide a reliable long-term transit option and significant benefit for their passengers comparable to SFO and other major airports that they serve.

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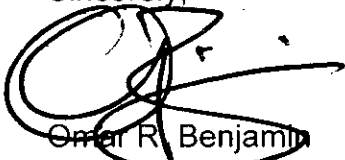
OFFICE OF THE CITY CLERK  
OAKLAND

In July 2009, the Oakland Board of Port Commissioners instructed staff to initiate an application to the Federal Aviation Administration in order to receive approval for the use of PFCs for the Connector. The FAA had previously approved use of PFCs for this purpose, but this approval lapsed due to the project delays. The PFC contribution by the Port will total no more than \$44 million toward the total cost of the project on a "pay-as-you-go" collection basis, with up to \$26 million in PFC funds potentially being used if PFCs are financed in advance of actual collection.

It is important to note that the use of PFC funding for the Connector will not jeopardize or terminate planned Terminal One Improvements, some of which are already underway and will proceed as planned. The use of PFCs may adjust the timing of some of the planned project elements which are currently in the planning and preliminary design stage. However, the Terminal One improvements will be accomplished with minimal or zero impact to our customer service standards, facilities, and/or airport operations and we will still achieve our overall airport improvement goals. The Port is in the process of finalizing the Development and Use Agreements with BART this month, and then upon FAA approval of the use of PFCs the Board of Port Commissioners will consider the final approval of the imposition of PFCs.

As you are aware, BART recently received four competitive bids as part of their public Request for Proposal process, and it is my understanding that the final development cost for the Connector may be significantly different from the conservative high-end estimates that BART has been using as a baseline thus far. For this reason, in addition to those outlined above, I hope that you will support the BART Connector and respectfully request that you oppose the resolution scheduled for October 6, or at the very least, postpone consideration of this matter until the full details of the Connector project costs have been determined. We look forward to continuing to serve as a partner on this important project so that the benefits to the residents and businesses of Oakland and the surrounding regions can be realized.

Sincerely,



Omar R. Benjamin  
Executive Director