

FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

DRAFT

City Attorney

RESOLUTION No. _____ C.M.S.

2009 SEP 24 PM 3:36

Introduced by Councilmember Nadel and Councilmember Kaplan

RESOLUTION TO OPPOSE THE CURRENT BART-OAKLAND INTERNATIONAL AIRPORT CONNECTOR PROPOSAL AND SUPPORT REALLOCATION OF PUBLIC TRANSPORTATION FUNDS FOR A BUS CONNECTOR AND OTHER BUS SERVICES

WHEREAS, the Oakland International Airport is a vital economic engine for the State of California, the San Francisco Bay Area and for Oakland and Alameda County in particular; and

WHEREAS, roads and highways leading to the Oakland Airport are becoming increasingly congested, and the intention of the proposed BART-Airport Connector (OAC) is to offer a marketable, highly reliable, rapid, safe, convenient and pleasant alternative to the automobile; and

WHEREAS, in 2000, the Regional Airport Planning Committee projected that passenger levels at Oakland International Airport would more than double, increasing from 10 million annual passengers to nearly 25 million annual passengers by 2020; and

WHEREAS, BART and the City of Oakland have worked together for many years to propose a project that would facilitate airport use while improving existing and future traffic congestion in the Hegenberger and other regional corridors, resulting in broad economic and environmental improvements for Oakland; and

WHEREAS, AirBART, the existing shuttle bus between BART and the Airport, can be subject to delays caused by Coliseum events, increasing traffic congestion, and peak seasonal air travel, and as currently designed will eventually be unable to keep up with passenger demand; and

WHEREAS, nearly ten years ago the BART information indicated that an elevated system running on a guideway above traffic would reliably make the trip in less than half the time it takes the Air BART shuttle under normal, non-congested conditions; and would be able to carry 4 million people per year by 2020, or more than 3.5 times as many as a shuttle bus would in the same year; and

WHEREAS, in 2009, the "investment-oriented forecast" conservatively projects 13.1 million air passengers per year as opposed to the earlier 25 million passenger per year forecast, or 4,350 passengers per day by 2020; and

WHEREAS, today's Connector project estimate is \$552 Million compared to the \$208 Million estimate in 2001; and

WHEREAS, two intermediate station stops along Hegenberger Road, providing direct access to the Oakland International Airport and to the regional BART system thereby

to this project but are no longer proposed as part of the project (future development of the Doolittle site may be viable); and

WHEREAS, funding the Connector will take much needed funds that could be dispersed to other local transit needs, potentially diminishing instead of increasing overall ridership in the region's existing transit systems of BART, AC Transit and the Capitol Corridor Train, as originally anticipated; and now therefore be it

RESOLVED: that the Oakland City Council supports an improved connection to the Oakland International Airport, but one that does not economically jeopardize the local or regional transit, and whose fare will attract greater local and regional transit ridership; and be it

FURTHER RESOLVED: that the Oakland City Council urges our regional transportation authority (Metropolitan Transportation Commission) to reconsider using the \$70 million in federal funding for the current BART project, and instead prioritize funding for local bus system improvements and a more cost effective and environmentally sound airport connector alternative.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE: BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT BRUNNER

NOES-

ABSENT-

ABSTENTION-

ATTEST _____

LaTonda Simmons
City Clerk and Clerk of the Council,
City of Oakland, California