



CITY OF OAKLAND
CITY COUNCIL

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2009 SEP -3 PM 5:42

LEGISLATIVE ANALYST MEMORANDUM

To: Public Works Committee
From: Alice Glasner, Legislative Analyst
Date: September 15, 2009
Re: Agenda item on the Oakland Airport Connector Project (09-0595)

At the July 14, 2009 Public Works Committee meeting, committee members requested that the Oakland Airport Connector item return to committee after a list of questions could be compiled and directed to the appropriate respondents. On August 7, I sent BART Project Manager, Tom Dunscombe, the list of Council questions derived from the meeting and from subsequent committee member additions. These questions are attached (see attachment A). It is expected that BART will respond in writing to these questions.



CITY OF OAKLAND
CITY COUNCIL

To: Tom Dunscombe, Project Manager, Airport Connector Project, BART
From: Alice Glasner, Legislative Analyst, Oakland City Council, Public Works Committee
Date: August 7, 2009
Re: **Questions from Public Works Committee regarding the Airport Connector**

As you know, the topic of the Oakland Airport Connector project raised a number of questions during City Councils' Public Works Committee meeting on July 14, 2009. Per Committee direction, I have collated questions from Committee members. Questions have been grouped into broad categories and listed below. Since this item is scheduled to return to Committee on September 15, please submit your responses in writing by September 1, so that they may be presented to the City Clerk for publication that week.

Thank you,
Alice Glasner

Analysis of the Preferred Oakland Airport Connector (OAC) Alternative: Automated Guideway Transit (AGT)

1. What is the current total travel time for BART's proposed OAC? (Both on-peak and off-peak/night). What is the walk time from the Automated Guideway Transit (AGT) Station outside the airport, into the Airport Terminal? What is the proposed required speed for the AGT connector?
2. What is the current projected Cost Per Rider for the AGT system? What is the current projected Cost Per NEW Rider for the AGT system?
3. The original AGT system was described as "seamless" connection from BART. However, now we have learned that passengers will have to go upstairs from Coliseum BART to board the AGT, and then, when arriving at the Airport, passengers will have to go downstairs, and then walk outdoors across multiple lanes of traffic prior to entering the airport. Nonetheless, BART staff has still claimed that the project is "seamless." Please explain what, specifically, BART means by the word "seamless."
4. Does the EIR's traffic analysis include Airport passenger projections without a third terminal?
5. By what percentage will the addition of the OAC, as a single factor, increase airport use?

Ridership and Passenger fares

6. What are the assumptions/projections of Oakland Airport Passenger totals that the ridership projections are based upon? Please provide a graph or chart showing the number of million annual passengers (MAP) anticipated to be flying out of OAK which are being used to project Connector ridership. In what year does BART project that Oakland Airport will exceed 20 MAP? (20 million annual passengers?).
7. What percentage of Airline passengers is BART projecting that the AGT OAC would carry?
8. What is the number of daily passengers this represents for the OAC? What is the current projected ridership in year 2020 for the AGT system? How many stops is this based upon?
9. What percentage of OAC riders does BART anticipate will then transfer from the OAC to BART? What percentage is anticipated to transfer to an AC Transit Bus? What percentages are anticipated to exit to an automobile or taxi? What percentage is anticipated to exit to the Coliseum/Arena (sports facilities)?
10. What percentage of Airline passengers does the AirBART connection to OAK currently carry?
11. What is the projected passenger fare for the AGT OAC?
12. What will the passenger fare be to ride the OAC to the Intermediate Station at Doolittle?
13. What is the projected passenger fare for the BRT alternative?
14. What is the projected Passenger Facility Charge per person that will be added by the Port of Oakland to pay for this project?
15. If the Port of Oakland gives the passenger facility funds for the OAC, what other Port projects will then be delayed or cancelled? (E.g. Terminal 1 renovation?) How many lost jobs does this represent?
16. How much funding for this project will come from "core BART" fares?
17. Which other BART extension projects are including, in their revenue projections, the passenger fares on the "core BART" system?
18. Why do ridership projections for the AirBART (no project) predict that it will carry fewer people in 2020 than it did in the year the 2005 ridership revision was released?
19. What are the existing mode-shares of existing airport connectors throughout the Country? What is the data basis for BART's projection of the mode-share that would be captured by the OAC?
20. Please clarify the intentions regarding Terminal 3. At some meetings, BART staff has asserted that the Port of Oakland is responsible for paying for the extension of the Connector to Terminal 3, but no such financing plan appears to actually exist. More recently, BART staff has stated that the OAC plans exclude the costs to reach Terminal 3 because it is projected that Terminal 3 will

NEVER be built. Please clarify what assumptions about Terminal 3 are the basis for BART's projections. If the projections are now based on Terminal 3 never being built, how has the projected ridership of the OAC been adjusted to take this into account? Please provide the projected ridership through the projected life of the project when it included Terminal 3, AND a copy of the revised projected year-by-year ridership for the OAC, under your new assumption that Terminal 3 will not be built. What is the projected highest-possible MAP upon which this option is based?

21. What is the difference in ridership assumptions between the OAC and the Quality Bus Options without intermediate stops? What OAK MAP ridership assumptions do these include, and how were these assumptions derived?
22. How many airport and concession employees (as a percentage of total) are expected to use the OAC on a daily basis?
23. Is there any plan to allow for discounted monthly fares for employees working at the airport?
24. What is the difference between the pre-construction, projected ridership and the actual ridership (2008-2009) with respect to the **SFO** airport connector?
25. What percentage of Airline passengers does the BART **SFO** connector CURRENTLY carry? Airport Workers?
26. What was the planned Passenger Fare surcharge for the BART SFO Connection at the time the RFP was issued for the BART **SFO** Connection? What is the passenger fare surcharge for the BART SFO Connection today?
27. What was the impact of the fare increase for the BART **SFO** connector on ridership?

Other Alternatives considered (but not chosen) to link BART to the Airport

28. What alternatives to the OAC were considered during development of the current proposal and which ones were fully analyzed? How does each alternative compare in terms of ease of transition between different modes and the airport (especially for people carrying luggage).
29. What is the total travel time for the Bus Rapid Transit (BRT) and/or "Quality Bus" options? What is the walk time from a Quality Bus/BRT stop into the Airport Terminal?
30. What percentage of Airline passengers is BART projecting that the BRT system alternative would carry?
31. What is the current projected Cost Per Rider for the BRT system? What is the projected Cost Per NEW Rider for the BRT system?
32. Please provide information about what the specifications are for the BRT and/or "quality bus" systems. E.g. cue jump lanes? Traffic signal prioritization? Which traffic projections are road-speed assumptions based upon? Is time based on including delay for fare payment through the single front door, or based upon all-door boarding with prepayment system?

33. What is the current projected ridership in year 2020 for the BRT system? How many stops in this based upon? What would the projected ridership be with the Intermediate stops?
34. Why do ridership projections for the AirBART (no project) predict that it will carry fewer people in 2020 than it did in the year of the 2005 ridership revision was released?

Intermediate Stations

35. The EIR description of the (preferred) AGT option for the OAC stated that it would include 2 intermediate stations on the Hegenberger corridor to promote economic development of the area. What is the current status of the intermediate station(s)?
36. What is the price quote to add the Intermediate station at Doolittle?
37. What is the price quote to add another Intermediate station at an additional location along Hegenberger?
38. Who has the authority to make the decision about adding intermediate stations? Who has the responsibility to pay for intermediate station(s)?

Construction, funding, and construction jobs related to OAC

39. What is the projected total cost of building the OAC?
40. BART described the funding plan presented to MTC in July as a "full funding" plan. However, it appears that BART is now also applying for additional Federal TIGER funds which were not identified in the July presentation. Is this correct?
41. Please present a table showing funding sources for OAC construction, allocations, and potential disposition of funds if they are not used for the OAC, as proposed. Please include whether these funds could be available for other local projects.
42. If MTC gave the \$70 million in stimulus funds to the other option ("transit system preservation and maintenance") how many jobs would this save or create?
43. How many jobs will the OAC save or create? For what time period?
44. Why isn't there a local hire component for construction of this project and how can BART ensure that Oakland residents are hired to work on this project?
45. The BART Project Manager mentioned that BART is working with the Port on the local hire issue; what is the essence of this discussion and how will it translate into local jobs? How will this be documented?
46. What percentage of the total dollars spent are the DBE Subcontracting goals applied to? (In other words, what percent of the total funds are "subcontracting" funds which are covered by the DBE requirement?)

47. What is the dollar value of the recent improvements to the Hegenberger median? How much of these improvements will be removed or destroyed for the OAC guideway?
48. What kind of upgrades in the Coliseum Station (separate from the AGT) will be necessary to improve passenger sense of security at that station, and is this included in the OAC budget?
49. Is there any requirement that any part of the construction budget, whether for labor, materials or equipment, professional services, etc., must be spent in Oakland?

Operating the OAC

50. What would be the operation costs of the OAC in current dollars?
51. What will be all of the funding sources needed to pay operating costs?
52. How will airline ticket fees, systemwide BART fares, and any other current fees be affected by OAC construction and/ or operation?
53. How will any potential cost overruns (e.g., construction, lower than projected OAC use) be supported financially?
54. Explain how passenger projections affect long-term ridership assumptions for OAC.
55. What impacts will the OAC have on AC Transit, if any?
56. How many permanent jobs will be necessary to operate the OAC? How does this compare to the current AirBART operations?
57. List the benefits to the City of Oakland, financial or otherwise, from construction and operation of the OAC.
58. How will BART benefit from construction and operation of the OAC?
59. How will the OAC benefit the Port of Oakland?
60. How will residents of Oakland benefit from the OAC?

Contractual agreements between BART and City of Oakland

61. How will BART reconcile past breaches of the contract with the City of Oakland?
62. What are the consequences when such breaches occur?
63. What is the estimated fair market value of the real property and easements which BART is obtaining/seeking to obtain from Oakland for the OAC?