

BART

Oakland Airport Connector



Project History

1970

Phase I Transit Access Feasibility Study completed.

1975

Phase II Oakland Airport Transit Access Project completed.

1979/1980

Oakland Airport Transit Connector Working Paper Preliminary Design and Engineering Phase completed.

1981

Oakland Airport Transit Connector Draft Environmental Impact Statement (EIS) completed.

1993

Project update report for the Oakland Airport Intermodal Connector Project completed.

November 7, 2000

Alameda County voters reauthorized Alameda County's transportation sales tax (Measure B) to provide funding for a series of transportation-related projects, including the Oakland Airport Connector.

March 28, 2002

BART Board of Directors certified the Final Environmental Impact Report (EIR) and approved the BART link to Oakland International Airport via elevated Automated Guideway Transit (AGT) system.

May 2009

BART issued an RFP/RFQ for Design-Build Operate Maintain (DBOM) contract.

September 2010

BART General Manager awards Oakland Airport Connector Design-Build and Operate and Maintain contracts to Flatiron/Parsons joint venture and Doppelmayr Cable Car Company.

Project Features

The Oakland Airport Connector (OAC) project involves construction of a 3.2-mile extension of BART from the Coliseum Station to the Oakland International Airport (OAK), with a new Automated Guideway Transit (AGT) system. The AGT system will be a driverless people-mover system on a mostly elevated structure, running the length of the Hegenberger Road business corridor.

In addition to the elevated guideway, the OAC project will include construction of two new stations at each end of the line. System-support facilities, such as maintenance and central control buildings and power substations, will also be built as part of the project.

The connector is expected to enhance schedule reliability over the AirBART shuttle, reduce trip times and provide a seamless connection with the BART system. With a travel time of less than 15 minutes between the Coliseum BART Station and the airport terminal, and vehicles departing every 4 minutes, the OAC is expected to carry as many as 10,000 daily passengers by 2020.

Program Purpose & Benefits

The need for the OAC Project is based on recognition of existing transportation constraints in the Bay Area, current and future growth at OAK, anticipated future public and private development and related congestion along the freeway and roadways that serve the area. Improvements to the existing transit service to OAK would encourage motorists to ride transit as a reliable alternative that air passengers can depend on to meet their scheduled flights, thereby providing some relief to the congested traffic conditions in the area.

The OAC Project has the following objectives:

- Provide reliable scheduled service between BART and OAK.
- Provide flexibility to increase transit vehicle frequencies during periods of increased travel demand.
- Offer a competitive alternative to those who drive to OAK by providing predictable connections and travel time savings.
- Provide a convenient, safe and comfortable connection between BART and OAK.
- Promote inter-modal transit hubs where rail, bus, automobile, bicycle and pedestrian links meet.
- Maximize BART ridership.

Project Schedule

The project schedule is dependent upon funding availability.

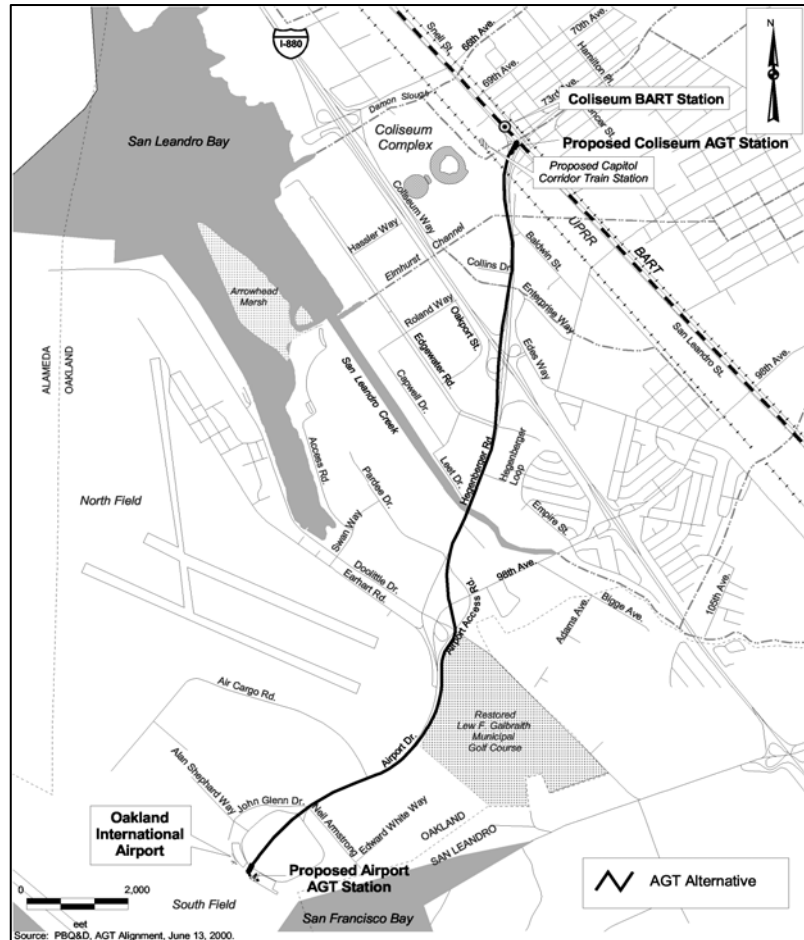
Union Hall Demolition
Fall 2010

OAC Construction Began
Late 2010

BART Service to Oakland International Airport
Spring 2014

Partners & Funding

The total project budget for the BART OAC Project is approximately \$484 million (in 2009 dollars). The entire project has been a collaborative partnership between BART, the Federal Transit Administration, the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Congestion Management Agency (ACMA), the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the City of Oakland and the Port of Oakland.



Project Alignment

From the Coliseum Station to Doolittle Drive the proposed route would proceed primarily in the median of Hegenberger Road. South of Doolittle Drive on OIA property, the alignment would run between Airport Drive to the west and the Lew F. Galbraith Municipal Golf Course to the east. Past the golf course, the AGT alignment would proceed southwest to its terminus at the new airport terminal.

The AGT vehicles would operate primarily on an elevated guideway, thus providing the AGT with its own exclusive right-of-way separate from other vehicular traffic along its route.

The AGT system will allow for future construction of one intermediate stop near the intersection of Doolittle Drive and Hegenberger Road.

For More Information

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- Email: oaklandairportconnector@bart.gov
- Visit: www.bart.gov/oac