

Attachment A – Summary of Comments Received

-as of July 15, 2009

Date	Name	Agency/Affiliation	Overall Position	Comments
10-June-09	Kerry Hamill	BART	Support	<ul style="list-style-type: none"> • BART will provide the Commission with both sets of ridership numbers – from both the EIR model and the business assumption model - for the OAC at the next meeting. The ridership numbers have gone down considerably owing to the present state of economy. There is a wide gap between both sets of numbers and the assumption is that the actual ridership would fall somewhere in between. • BART is working fast towards meeting the deadlines; funding plan approved by BART board on a 7 to 1 vote, all partnerships are in place, the procurement is already out, TIFIA loan application is in place, prepared to have development team onboard in December and to start construction by early next year.
10-June-09	Jonathan Bair	City of Oakland's Bicycle & Pedestrian Advisory Committee	Oppose	<ul style="list-style-type: none"> • Reprogramming funds away from the Seismic Strengthening project might jeopardize the entire BART system since BART has a multi-billion dollar seismic and core system deficit. • Ridership numbers are going down owing to the escalation of the cost of the project and fare increases. • The Commission should consider all alternatives – esp. bus rapid transit - for a connection to the Oakland Airport before reprogramming funds away from the Seismic Strengthening project to an expansion project in a city (Oakland) that does not want the project.
10-June-09	Lindsay Imai	Urban Habitat	Oppose	<ul style="list-style-type: none"> • The Commission should consider all alternatives for a connection to the Oakland Airport. A less expensive alternative - e.g. the bus rapid transit – would free up the stimulus funds to go back to the region's operators thus saving more jobs. • Tide turning on this project, Oakland Tribune, Alameda Labor Council and Don Perata are all in opposition of the project. • Voters had a different understanding of what the OAC project was going to look like in 2001/2002; the

Date	Name	Agency/Affiliation	Overall Position	Comments
				Commissioners and the public deserve a full understanding of the project as it stands today.
10-June-09	John Knox White	TransForm	Oppose	<ul style="list-style-type: none"> • The OAC should not be referred to as a rail project, the connector cars are similar to Airtrain. • The Commission should not be pressured to rush this project forward just because BART decided to put the project out to bid. • The ridership numbers have changed significantly, mainly because the project has changed significantly; at the next meeting BART should provide the Commission with the new expected ridership numbers, the cost per rider and an understanding of the project as it stands today.
10-June-09	Stuart Cohen	TransForm	Oppose	<ul style="list-style-type: none"> • Transform put together a rapid bus proposal, we now request the Commission to consider this alternative and conduct a study on this new alternative so that ridership/cost numbers on both alternatives can be compared. We are very sure that the study on the rapid bus alternative will confirm more riders at about one/tenth the cost as compared to the OAC alternative.
10-June-09	Larry Reid	City of Oakland	Support	<ul style="list-style-type: none"> • Oakland should be treated no different than San Francisco when their extension was built; the City of Oakland has been waiting for this project to be built for a long time and we request the Commission to honor the wishes of the voters and not delay this any further. • Majority of members from the Oakland City Council support the OAC project.
10-June-09	Joel Ramos	TransForm	Oppose	<ul style="list-style-type: none"> • Ridership estimates on the OAC have gone down while the cost estimate has gone up considerably. • The RM2 program, when approved by voters, had an amount of \$30 million set aside for the OAC project, but BART is now requesting a total of \$115 million in RM2 funds towards this project; these dollars can be used to create jobs under other projects as well. • AirBART bus is a successful system

Date	Name	Agency/Affiliation	Overall Position	Comments
				<p>for moving people in the region.</p> <ul style="list-style-type: none"> • Don Perata opposes this project.
10-June-09	Aaron Seviertson	ATU 1555, BART	Oppose	<ul style="list-style-type: none"> • Main concern is the cost of the OAC project which has gone up considerably since 2002; when there is a shortage of capital funds at BART, money gets taken from the operating cost of the system which affects the riders and workers of BART. • The Commission should fully consider all the alternatives for this project before committing to the reassignment.
8-July-09	Stuart Cohen	TransForm	Oppose	<ul style="list-style-type: none"> • Air passenger ridership has plummeted and will continue to plummet at the Oakland Airport. • BART is critical for the regional system, and needs funds to maintain and expand the existing systems and fund important extensions like the E-Bart. There is already a huge shortfall there which needs to be addressed. • The anticipated ridership for 2020 is now about half of what was expected in 2001 when the initial analysis was done. Furthermore, a \$6 fare, leads to a reduction of 18.5% in ridership as analyzed by Wilbur Smith. Therefore, the actual anticipated ridership is closer to 4000 riders/day. • AirBART, even though not very reliable, carries 9% of the air passengers and is more seamless than the proposed OAC Connector. The Rapid Bus would have more ridership than both the other alternatives because it would be more frequent than AirBART, and will have queue jump lanes. Additionally, the difference between the Rapid Bus proposal in 2001 and today is that since then, 98th Avenue has been improved and the terminal access roads have dramatically improved, which have improved the traffic speeds on Hegenberger. Keeping these points in mind, the Commission should request the analysis of the Rapid Bus proposal. • Its incumbent on MTC to defer the action and bring it to the September Commission meeting, since all the

Date	Name	Agency/Affiliation	Overall Position	Comments
				<p>other funding partners are exploring if other alternatives make sense; also TransForm will work with other agencies that are will willing to do the Rapid Bus analysis by September. This will ensure the Commission has all the facts before making a decision.</p>
8-July-09	Steven Grossman	Port of Oakland	Support	<ul style="list-style-type: none"> • The Port of Oakland has been a long time supporter of the project and is a funding partner. The Port expects growth in the near future. • The Board of Commissioners recently authorized staff to submit an application to the FAA for approval to collect and use PFC's which represents the Port's share of funding for this project. • The Board did not authorize staff to undertake any studies for alternative modes but did authorize staff to cooperate with BART on any efforts towards this project. • The Airport Airlines Affairs Committee supported the OAC project and the use of PFC's for the project. Southwest, Jet Blue, Alaska and SkyWest wrote separate letters in support of the project. • The bus service provides a very poor level of service under today's traffic conditions; in 2020, the traffic conditions will get progressively worse, and the Rapid Bus proposal provides just a hope that adequate level of service will be provided, whereas the OAC guarantees it.
8-July-09	Larry Reid	Oakland City Council	Support	<ul style="list-style-type: none"> • Will reserve comments until next meeting. • Presented the resolution relating to the support and the funds invested by the Oakland City Council.
8-July-09	Henry Gardner	ABAG	Support	<ul style="list-style-type: none"> • This is a project of region-wide significance and will provide benefit to the entire region. • This project will reduce vehicular travel, bring the system into the 21st century and will provide the seamless system that we hope to achieve.

Date	Name	Agency/Affiliation	Overall Position	Comments
8-July-09	Christine Monsen	ACTIA	Support	<ul style="list-style-type: none"> • This project is consistent with ACTIA's expenditure plan, and the ACTIA board has committed the funding for this project. • We should stand firm and maintain our commitment to this important regional project. Voters have approved this project twice as they want a reliable way to get to the Oakland airport. • There is no better time to go to construction on infrastructure projects than now, when we have a ready-to-go project, less traffic, a favorable bid climate, and folks ready to work on this project. • The Commission made a wise decision in putting the stimulus funds on this project which will benefit the region as a whole.
8-July-09	Dennis Fay	ACCMA	Support	<ul style="list-style-type: none"> • The OAC has been in the ACCMA's long range plan, and is one of ACCMA's top 5 high priority projects among three dozen important projects. • This project was selected keeping in mind the long term travel behavior for people in the region, and the ability to travel seamlessly to the Oakland Airport. • There was never a better time to put a project like this out to bid and to create much needed jobs since bids are coming in up to 20-40 % low indicating we can save money on this project if it's out to bid now.
8-July-09	Karen Engel	Oakland Metropolitan Chamber of Commerce	Support	<ul style="list-style-type: none"> • The Chamber has been a long term supporter of this project and continues to be strong advocate • This project will lead to immediate long term economic benefits for the City, the Port, the airport and the region. It will create hundreds of construction jobs immediately, a superior transit solution that will make the Oakland Airport competitive, and allow the airport to attract and maintain airlines and routes and make future investments in the airport more viable. • The chamber represents hundreds of businesses located along the proposed route for the connector who in turn represent thousands of

Date	Name	Agency/Affiliation	Overall Position	Comments
				employees; these businesses support the project as this project will help the City of Oakland attract significant additional investment and hundreds of jobs.
8-July-09	Paul Cohen	Northern California Carpenters' Regional Council	Support	<ul style="list-style-type: none"> This project promotes good transportation policy; it will tie the Oakland Airport seamlessly into the regional network. This project promotes good economic and social policy, since the bid climate is good nowadays and is the right time to invest in good jobs. The public will own an asset after the project is completed.
8-July-09	Michael Quigley	California Alliance for Jobs	Support	<ul style="list-style-type: none"> The OAC is an important regional project and the economic benefits of the project are clear. The OAC project is in line with the intentions of the ARRA in terms of getting people back to work and is one of the few capital projects in California that are ready to go. This project has green benefits, and is in compliance with the goals of AB32 and SB 375, and this is the one major thing that differentiates it from the Rapid Bus project.
8-July-09	Mark Lindquist	Association of General Contractors of California	Support	<ul style="list-style-type: none"> The OAC project will create much needed jobs. The unemployment rate is nearly 10% in bay area, nearly double for the construction industry, and in the private sector, the situation is much worse. The situation now is that jobs are extremely necessary. This project has been held up for too long, the public has voted on it, supported it in tax revenues, so the Commission should move forward on it.
8-July-09	Sylvester Grisby		Support	<ul style="list-style-type: none"> The OAC project will benefit the community; create first class jobs and improve the air quality in the community. The project will improve the neighborhood, bring jobs to the region, and will greatly benefit the City of Oakland.

Date	Name	Agency/Affiliation	Overall Position	Comments
8-July-09	Peter Garza	Carpenters Local 713	Support	<ul style="list-style-type: none"> • About 386 carpenters are out of work in the local, 67 of who are Oakland residents and are qualified to work on this project. • The OAC project is a shovel ready project and will put a lot of people to work.
8-July-09	General Sheppard	Carpenters	Support	<ul style="list-style-type: none"> • There are lots of unemployed people; the OAC project will benefit them by bringing jobs to the area.
8-July-09	Bob Allen	Urban Habitat	Oppose	<ul style="list-style-type: none"> • A proper Title VI analysis needs to be completed by BART for the OAC project since the project involves use of federal funds. This has not been done. • This project also does not comply with the two environmental justice principles passed by the MTC Commission in 2006 that included creating an open and transparent public participation process and collecting accurate and current data to define the presence of inequities in transportation funding based on income. • MTC as an MPO is responsible to ensure that a proper Title VI analysis is completed by BART on this project and that this project complies with the environmental justice principles.
8-July-09	Chris Miley	Councilmember Rebecca Kaplan's office		<ul style="list-style-type: none"> • Since the OAC project has changed a lot and there are various concerns that numerous community members have regarding the \$12 fare and the elimination of intermediate stops etc. for this project, the Oakland City Council is planning on discussing this item both at their Public Works Committee meeting on July 14 and at the Council meeting in September.
8-July-09	Darrel Carey	East Bay Small Business Council	Support	<ul style="list-style-type: none"> • This project will bring jobs to the community and the region and will benefit the community and the region as a whole.
8-July-09	Jonathan Bair	City of Oakland's Bicycle and Pedestrian Advisory Committee	Oppose	<ul style="list-style-type: none"> • Voters approved the OAC but not at any cost, and taking funds away from the Tube Seismic Retrofit project would be risky in circumstances of cost increases on the project. • The 2006 agreement between the Oakland City Council and BART regarding the OAC was that an intermediate stop would be included

Date	Name	Agency/Affiliation	Overall Position	Comments
				<p>which is no longer the case. BART had also agreed that it would give the City of Oakland 15 days to comment on the RFP which was not done.</p> <ul style="list-style-type: none"> The Oakland City Council should have a full public hearing and a chance to comment on the proposed project before the Commission takes any action.
8-July-09	Rich Hedges	Transform/ San Mateo County Labor Council	Support	<ul style="list-style-type: none"> Buses are not very accessible and not green and the OAC is a great alternative. The OAC will connect the region to the project and is part of the overall long term vision of the high speed rail. This project will put people to work and get people to the airport in a very smooth manner.
8-July-09	Rebecca Sultzman	East Bay Young Democrats	Oppose	<ul style="list-style-type: none"> The current project's \$6 fare cannot be afforded and is double the fare of the current AirBART bus; the current AirBART bus is very successful and will have sufficient capacity to accommodate the future higher level of passengers. Voters approved the project when it was different, much cheaper and had intermediate stops. The project has lots of opposition from supporters in the past since it has changed a lot. BART should be requested to consider other alternatives and a decision on this project should be postponed until other agencies have a chance to weigh in by September.
8-July-09	Aaron Sieverton	ATU 1555, BART	Oppose	<ul style="list-style-type: none"> Historically, at BART, when there are cost overruns on the capital side, the money comes out of operations; we would not like to see the cost escalate on this project to cost jobs at BART while creating jobs elsewhere.
8-July-09	Pejman Naroozi	ATU 1555, BART	Oppose	<ul style="list-style-type: none"> This project is not shovel ready and continues to see cost escalation The project has changed, has no intermediate stops, and the project no longer saves time and money considering the changed route and the \$12 round trip fare.