



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: MTC Commissioners

DATE: September 7, 2010

FR: Programming and Allocations Committee

RE: Email Correspondence Opposing the Oakland Airport Connector

Attached are 50 e-mails expressing opposition to the current plans to construct the Oakland Airport Connector. In addition, another 272 e-mails were received between August 30 and September 7, 2010 at 3:00 p.m. with the same message (see the below message with a list of names in Attachment A).

E-Mail Message Received:

Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

From: Rob Bregoff ·
To: <info@mtc.ca.gov>
Date: 8/30/2010 8:07 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

As a Transportation Planner, I believe it would be foolish to build the OAC. The BRT system would cost far less, run faster and more frequently, and be less expensive for the passengers. The sooner BART abandons this project the better.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Rob Bregoff

From: Valerie Taylor
To: <info@mtc.ca.gov>
Date: 8/31/2010 11:47 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

PLEASE VOTE NO ON THE BART OAKLAND AIRPORT CONNECTOR. Please do not vote to put another penny of the region's scarce public transit funding towards this wasteful and obscenely expensive project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, and would get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service - or to implement any number of truly worthy transportation projects.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare.

THIS PROJECT MAKES NO SENSE. VOTE NO ON THE OAC.

Thank you in advance to listening to the facts.

Respectfully,

Valerie Taylor

From: Michael Sarabia ·
To: <info@mtc.ca.gov>
Date: 9/1/2010 10:07 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

BART is borrowing money for minimal gains that will be a burden to all riders. Of course, many riders have no choice and will pay whatever it takes.

That part of your analysis is correct, it is not Right but it is a realistic assumption that whatever salaries you pay to yourselves, whatever interest you pay for loans, worthwhile or not, will be paid and banks are willing to help all that are willing to increase their profits. There is, of course, no signed document on this but, none is needed. Participants know what is good for them.

But, there is one dark cloud in our horizons, the hundreds of Millions you borrow now for the OAC (\$300), the Livermore Extension (over \$800), San Jose (\$600 now and \$900 later, I think), the Antioch Extension (\$500) or over \$3 Billion that can be sold to voters as "putting people to work". Nothing is said about the TransBay Tunnel reaching max capacity for the second time. The first time the solution was to increase speed, no comment on that, for now.

Yes, there is a problem, not with borrowing, but to pay it back. We get Dollars while the inflation rate is around 2.4% but, what if Deflation is set in?

What happens when more cannot use BART because it is too expensive compared with busses?

The fact that after investing around \$100 Billion, BART cannot compete with busses should make you wonder: "Where did we go wrong?"

You know that traffic in Oakland Airport has been going DOWN for the last 8 years, every year.

Now, you want to burden passengers with an unneeded extra cost? Is this your idea of helping The Oakland Airport?

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,
Michael F. Sarabia

The future of Oakland, and its airport, is based on access to ship container cargo and Low Income Workers. We need to transfer "smarts", which are costly, to computers, which are cheap, and train workers to do whatever the computer directs. Japan was first, Ford second and now GM is going thru these changes. BART was designed to be automatic.

The old fashion idea of bringing many high-paid staff to meet with other high-paid staff, by plane (or High Speed Rail) is obsolete, except some are not ready to accept the modern way to operate. You must be aware, BART now ends some trains on 24th Street, in SF, consider that an early warning.

If fares go up to pay back \$3 Billion, with interest, in a Deflationary economy, you will need to cut, cut and cut. Why not start by cutting OAC? It is an unnecessary waste of money.

Michael Sarabia

From: MTC info
To:
Subject: Re: It is not too late for MTC to make a wise choice

Your e-mail regarding funding for the Oakland Airport Connector project has been received. Your input is appreciated, and correspondence on this subject will be provided to the Commission for review.

MTC Public Information

>>> "Kymba A'Hearn" < > 9/1/2010 3:48 PM >>>

Metropolitan Transportation Commissioner

I can't BELIEVE the proposed system uses all new equipment totally incompatible with BART: What is the POINT? You'll need specially trained engineers, mechanics and will duplicate efforts and expenses needlessly! Run a BART line or run NOTHING at all! Well- maybe a BUS.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity - especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Kymba A'Hearn

From: Shannon Cairns
To: <info@mtc.ca.gov>
Date: 9/1/2010 3:48 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put any more of the region's scarce public transit funding towards the Oakland Airport Connector (OAC) project.

This project will not provide rider benefit compared to the existing bus connection, but will cost much more to the rider and divert scarce transit resources from other projects.

Respectfully,

Shannon Cairns

From: Chris Hudson <
To: <info@mtc.ca.gov>
Date: 9/1/2010 3:50 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

MTC Board

Air BART works extremely well and there is no need to waste limited transportation \$\$ on the Oakland Airport Connector. Please demonstrate that you are careful stewards of the public's money by providing a critical review of this project before agreeing to spend a large sum on a project that will not increase speed, convenience or ridership and will not reduce operating costs.

Thank you for your consideration

Chris Hudson

From: Daniel Connelly
To: <info@mtc.ca.gov>
Date: 9/1/2010 4:01 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

As someone who doesn't own a car and thus relies heavily on rail transportation, including to Oakland Airport, I am adamantly against the proposed BART extension to Oakland airport.

It is an appalling waste of money, providing slower service at a much higher price than the present system.

Surely we've learned a lesson from the SFO boondoggle.

Let's stop investing any precious time or money in this porkbarrel.

Dan Connelly
San Francisco

From: Vincent Casalaina
To: <info@mtc.ca.gov>
Date: 9/1/2010 4:01 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

The Oakland Airport Connector (OAC) project is not good for anyone. At \$500 million dollars, we could do so much more for the people who depend on public transit for their primary means of movement.

Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. Even for people that may have supported this in the past, it no longer makes any sense.

Let's implement something like Rapid Bus Plus through the urban core of AC Transit's service area. This low cost, high return alternative would benefit thousands more riders every day. If our goal is to get people on board public transit, please don't fund a project that will benefit only a few riders at an exhorbitant cost per ride.

Thank you in advance for making the best possible use of our scarce transit dollars.

Respectfully,

Vincent Casalaina

From: "Gladwyn d'Souza"
To: <info@mtc.ca.gov>
Date: 9/1/2010 3:55 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please make the buses run first. Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Gladwyn d'Souza

From: robert bregoff <
To: <info@mtc.ca.gov>
Date: 9/1/2010 4:37 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

At the cost of this project you could run the current bus for free for, like 300 years.
Cut the port, cut the boondoggles.

BAD project. Kill it sooner than later.

robert bregoff

From: Stephen Wedgwood <
To: <info@mtc.ca.gov>
Date: 9/1/2010 5:25 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Stephen Wedgwood

This seemed like a bad idea from the beginning, spending a huge amount to bridge a short gap in the BART system, and doing it with apparent maximum inefficiency. Who benefits? Clearly not BART riders or airport patrons or, it appears, the taxpayers. Please kill it this time once and for all!

From: Michael Hitchcock <
To: <info@mtc.ca.gov>
Date: 9/1/2010 4:50 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

With all the cutbacks in transit, it would be ridiculous to spend \$500,000,000 on the Oakland Airport connection. Doing so would be an insult to everyone who rides public transit in the Bay Area.

Michael Hitchcock

From: Joan Lichterman <
To: <info@mtc.ca.gov>
Date: 9/1/2010 5:26 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

Moreover, many potential riders, particularly seniors (like me) and families with young children, are likely to find other means to get to the airport. Why? The OAK will force them to walk farther, with all their luggage, than they have to walk from a bus.

Honestly, I have nothing good to say about this project, and consider transit agencies' continued support of the OAC to be insane.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Joan Lichterman

From: Jill Staten <
To: <info@mtc.ca.gov>
Date: 9/1/2010 10:11 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

BART needs money to clean up and modernize its existing trains, not a multi-million airport connector that will benefit just a few people.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Jill Staten

From: Jonathan Pool
To: <info@mtc.ca.gov>
Date: 9/1/2010 10:38 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

One reason I moved to the Bay Area from Seattle was that Puget Sound had squandered its transit resources in an obsessive (elitist) insistence on connecting Sea-Tac Airport with downtown Seattle by rail, disregarding the greater benefits per dollar from spending that money serving population and employment centers. Is the Bay Area going to repeat Puget Sound's folly with the OAC? That's the impression I'm getting.

Jonathan Pool

From: Chris Kattenburg <
To: <info@mtc.ca.gov>
Date: 9/1/2010 9:46 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

You are affecting bad public policy if you vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you, the cost to attract each new ride was only \$9. Fast forward several years and now the public will spend \$102 for each new ride on the Oakland Airport Connector! \$102!!

This stratospheric cost will buy a slow 3-mile tram that drops them in the Airport parking lot? Even for people that may have supported this in the past, it simply no longer makes any sense.

This is unmitigated insanity! ...especially when there is an alternative that would cost \$350 million less and get one there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Chris Kattenburg, Downtown Oakland, CA

From: Cathi Sweeney <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/2/2010 8:15 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please vote NO on funding for the Oakland Airport Connector (OAC) project.

Rapid bus service is a better alternative that costs less in taxpayer funds AND less for individual riders. The proposed pricing per ride is absurd. At \$6 one way ridership will be minimal - far too low to justify the construction costs.

Improved connectivity should be the ultimate focus and the proposed airport connector does not improve the distances walked or the transit time.

Respectfully,

Cathi Sweeney

From: Robert Stewart <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/1/2010 10:58 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

The proposed tram is inefficient, ridiculously expensive and unlikely to see wide use. It is a terrible solution for local taxpayers and for visitors.

Please instead consider improving bus connections between the Oakland airport and BART. The cost to build and operate is far lower. Also, traffic along that corridor is relatively light, so it will be very rare that the tram is much faster, and likely that the bus will often be faster.

Even if the proposed Oakland Airport Connector is built, I will choose the bus over the tram.

Respectfully,
Robert Stewart

From: Susan Gaydos
To: <info@mtc.ca.gov>
Date: 9/2/2010 12:21 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

Spend the money instead on supporting and maintaining our current systems, or give the money back to communities that need it! This wasteful almost pork barrel-like project not going to help the people who either cannot drive and choose not to drive.

Why is transit never prioritized and subsidized like roads? No one ever complains that 580 isn't turning a profit! Why can we afford, without even a wince to add a lane to 880, but we can't have weekend bus service? We have to be able to reduce how much oil we need, and we have to be able to move around here without having to drive everywhere.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Susan Gaydos

From: Brit Harvey <
To: <info@mtc.ca.gov>
Date: 9/2/2010 7:23 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please stop BART from wasting our money!

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Brit Harvey

From: Debbie Notkin
To: <info@mtc.ca.gov>
Date: 9/2/2010 7:42 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

The Oakland Airport Connector (OAC) project is a waste of money and I hope you will not support it.

Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. For \$350 million less, we can have a clean, safe, and inexpensive alternative.

Don't bail out BART at my expense and your own.

Respectfully,

Debbie Notkin

From: Rebecca Sanders
To: <info@mtc.ca.gov>
Date: 9/2/2010 10:18 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Dear MTC,

I urge you to vote against the Oakland Airport Connector. I understand that some transportation funds are earmarked for capital projects and cannot be redirected to operations. I also understand that it is difficult to pass up "free" money. And yet, this project has been a public relations disaster from the beginning, and promises only to be more of a headache. As a person who regularly flies from OAK, I find increasing the cost of getting to the airport to be an unnecessary burden. Not to mention that the public now has access to a report stating that taxpayers will heavily subsidize this project -- which will benefit only a minority of people, and "benefit" may be a strong word.

As a transportation professional myself, I recognize that these decisions are rarely as simple as they seem -- and yet, this one does seem to clearly have more negatives than positives. I urge you to let go of this project and move forward with other MTC priorities to help make the Bay Area a more livable place. The airport connector is but a blip on that screen.

Respectfully,

Rebecca Sanders

From: Barbara Judd
To: <info@mtc.ca.gov>
Date: 9/2/2010 10:30 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I know the lure of federal funding is an aphrodisiac, but taking transit funds to support a more expensive, less convenient, ride to the Oakland Airport is beyond dumb. It seems tailored for solitary riders who can't manage standing on an Oakland sidewalk in front of BART for 10 minutes.

The proposed boondoggle averages 23 mph, doesn't use the bart fare system, and doesn't take you to the terminals.

I wish this could be said with more respect,
Barbara Judd

Barbara Judd

From: Jonathan Walden <
To: <info@mtc.ca.gov>
Date: 9/2/2010 10:06 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

I like the AirBart bus. It could be improved with longer hours, or skycaps to help the old folks with their luggage, or with improved wheel-chair access. For the cost of this project, you could make the Air Bart bus free for eternity.

Bringing BART to SFO was a fiasco. The old 7F express from downtown San Francisco was faster.

Respectfully,

Jonathan Walden

From: tom buoye <tom.buoye@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/2/2010 11:01 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

This is a totally stupid idea! I've used AirBart for years. Make AirBart better. Hey make it into a RAPID BUS SYSTEM. Here is the form letter that I agree w/ .

Don't put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

tom buoye

From: David Esposito <david.esposito@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/2/2010 11:24 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

It's a big waste of money. The amount of air-travel that we will be seeing in the future will certainly be declining, between the recession, which will probably drag-on for a decade, plus peak-oil, and efforts to reduce carbon emissions.

Respectfully,

David Esposito

MTC info - Public comment re. the Oakland Air Connector project

From: "M.E. Lawrence" <
To: <info@mtc.ca.gov>
Date: 9/2/2010 10:39 AM
Subject: Public comment re. the Oakland Air Connector project

Dear MTC:

As an East Bay resident who frequently flies in and out of Oakland, I ask you to not spend more of the region's scarce public transit funding toward the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the airport parking lot. This is ridiculous--especially when there is an alternative that would cost \$350 million less, and get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. (And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare.)

Thank you in advance to listening to the facts.

Respectfully,

M.E. Lawrence
Berkeley, CA

From: Peter Klosterman <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/5/2010 5:34 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I have used the AirBART Shuttle between Oakland Airport and BART several times and have found this to be a pleasant and reasonably priced transportation connection.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Peter Klosterman

From: asha mcgarrell <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/4/2010 4:18 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I vote no on the Oakland Airport Connector (OAC) project.

Respectfully,

Asha McG

asha mcgarrell

From: MaryClare James <
To: <info@mtc.ca.gov>
Date: 9/3/2010 2:33 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

This is simply not a time to waste money! We need to be making wise money-saving choices and the Oakland Airport Connector is not one of them.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

If over all the protests, you do decide to go ahead with this horrible waste of time and money, I would hope that you are confident enough to put your names on a large plaque so that everyone can know and remember who was responsible for this very poor choice.

Respectfully,

MaryClare James

From: jennifer easton <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/3/2010 3:16 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

This was a BART oversight in its initial design. Airport travel is diminishing currently. Until there is a significant increase in air travel from this airport, the existing bus transfer system from BART, with slight improvements, is more than sufficient. Stop the madness

Respectfully,
Jennifer Easton

From: Robert Boden ·
To: <info@mtc.ca.gov>
Date: 9/5/2010 11:37 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Transit funding in the Bay Area is limited--please do not spend it on the Oakland Airport Connector. It costs \$500 million, and it only takes travelers to the parking lot of OAK. The current AirBART service, or a new Rapid Bus Rapid Transit service, would be better for travelers and cost less.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare.

Please vote against the Airport Connector. Thank you.

Respectfully,

Robert Boden

From: Marta Lindsey
To: <info@mtc.ca.gov>
Date: 9/3/2010 11:12 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Your leadership is desperately needed in stopping the wasteful Oakland Airport Connector project.

This project will not improve the connection to the airport and puts all BART service at risk with the huge debt BART will acquire.

It's not too late to come up with a better solution. As a daily rider of BART, I beg you to stand up for taxpayers and transit riders.

Respectfully,

Marta Lindsey

From: Naomi Schiff
To: <info@mtc.ca.gov>
Date: 9/6/2010 5:21 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please vote NO on the Oakland Airport Connector (OAC) project.

The per-ride cost to us taxpayers is exorbitant, and puts the rest of the system at risk. We should plan a ground-level alternate system that will be faster, cheaper, and not soar above the streets of Oakland in insular and expensive isolation.

We should use the \$350 million to improve existing BART and bus service. It certainly needs it, and could help to move more people to the airport on a cheaper and more efficient system.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. The proposed elevated tram is slow, requires a transfer, and then drops me and my heavy bag in the parking lot while charging me more. It is time to kill this boondoggle.

And yes, I do fly frequently from the Oakland Airport.

Respectfully,

Naomi Schiff
President
Seventeenth Street Studios, Inc.

From: Richard Coffin
To: <info@mtc.ca.gov>
Date: 9/6/2010 6:41 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

As a Professional Civil Engineer, taxpayer, and heavy transit user, please do not vote for another dollar towards the current Oakland Airport Connector (OAC) project. My family does not own a car and depends on well-funded transit. This boondoggle will take away money from maintenance and better projects that serve real communities at a more reasonable cost.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Richard Coffin

From: Aaron Beaven <aaronbeaven@hotmail.com>

From: Allen Tacy <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/6/2010 5:56 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Jake -

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Allen Tacy

From: Frank Dufay <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/6/2010 6:07 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Um . . .

I don't know all the details of the proposed OAC, but it seems that it might not be the best option right now. Perhaps it's time to go back to the drawing board on this one.

So you know, I am strongly in support of a good tram or some such thing to get to the airport - I currently take BART to the airport connection bus, and it seems to work ok.

Frank Dufay

From: Thomas Ayres
To: <info@mtc.ca.gov>
Date: 9/6/2010 3:45 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please DO NOT vote for the Oakland Airport Connector.

I frequently take BART to the Coliseum and then the \$3 AirBART to the Oakland Airport. This system works very well. I don't want to spend \$9 per ride to get there a few minutes faster, and I don't want the area to pay \$500 million of anyone's money to build it.

BART needs many service upgrades throughout the system. Please do not waste money on this project.

Respectfully,

Thomas Ayres, PhD
Chair, East Bay Bicycle Coalition

From: gerald cauthen
To: <info@mtc.ca.gov>
Date: 9/6/2010 3:40 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

In recent years the Bay Area has been spending its transportation funds carelessly. As a result this Region is characterized by both growing traffic congestion and transit systems that are weaker than they need to be.

It's time to rethink how we spend the transportation money that comes our way. The OAC is a classic case of how not to develop a regional transportation system. The project should be shelved.

Respectfully,

Gerald Cauthen

gerald cauthen

From: Stacy Jackson
To: <info@mtc.ca.gov>
Date: 9/7/2010 7:49 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

In tomorrow's vote, please vote against the Oakland Airport Connector (OAC) project.

With a looming \$17 billion shortfall throughout our transit system, MTC must ensure that every dollar has the largest possible impact.

The proposed OAC elevated tram would average 23 miles per hour, require a transfer, and then drop riders in the parking lot.

There is an alternative that would cost \$350 million less and get riders there faster, with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

Thanks for reconsidering the project and finding more effective & cost-efficient alternatives.

Stacy Jackson

Stacy Jackson

From: Shelby Solomon
To: <info@mtc.ca.gov>
Date: 9/6/2010 1:22 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you, the cost to attract each new ride was projected to be just \$9. In actuality taxpayers will spend approximately \$102 for each new ride on the Oakland Airport Connector.

This is a total waste of taxpayer dollars, especially when there is an alternative that would cost \$350 million less and get you to the airport faster with a shorter walk to the terminal. Furthermore we could use the saved \$350 million to improve existing BART and bus service.

Please make the right decision and reject this wasteful project.

Sincerely,

Shelby Solomon

From: Claire Vlach
To: <info@mtc.ca.gov>
Date: 9/7/2010 9:11 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

As someone who uses three different Bay Area public transportation agencies every day (MUNI, AC Transit, and BART), I am begging you not to support the Oakland Airport Connector with more local public transportation dollars. I have taken BART to and from the Oakland airport many times, both from San Francisco and from Oakland, and AirBART is a sufficient, and, at \$3/ride, affordable means of getting from the Coliseum BART stop to the airport. This new OAC is unnecessary and will be a waste of both public and private dollars.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Claire Vlach

From: Colin Teubner
To: <info@mtc.ca.gov>
Date: 9/7/2010 8:59 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Frankly, the existing AirBART is hardly any worse.

I hope the MTC can see past the BART board's blind desire to build this project and put the money toward something that will benefit everyone in the Bay Area by reducing congestion. How about light rail along Geary Blvd? Extend the Central Subway to Fisherman's Wharf? Revive the E-Embarcadero project

~~Take tractors away from Fort Mason? Maybe Caltrain electrification? Speed up the BART extension~~

to San Jose? It's not hard to think of projects that would be a better use of these funds.

Thank you in advance to listening to the facts.

Respectfully,

Colin Teubner

From: Bob Gordon ·
To: <info@mtc.ca.gov>
Date: 9/7/2010 8:55 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I am a Bay Area transit advocate who urges you to consider much more cost-efficient alternatives when it comes to the proposed Oakland Airport Connector.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Bob Gordon

From: James Hall
To: <info@mtc.ca.gov>
Date: 9/7/2010 8:26 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please vote against spending scarce public transit funding on the the Oakland Airport Connector (OAC) project. I am a frequent BART rider, and use AirBart quite often. It works and is reasonably priced. There may be room for improvement, but this project is not the answer - it is too expensive for taxpayers and will be both costly AND inconvenient for riders. Allowing this project to go through would confirm the fears that people have about wasteful government spending. This just makes no sense. We have MUCH higher priority public transit needs right now.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

James Hall

From: Hunter Cutting <
To: <info@mtc.ca.gov>
Date: 9/7/2010 8:14 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

The proposed Oakland Airport Connector (OAC) project is the worst possible way to use scarce resources.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle OAC project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Hunter Cutting

From: robert bregoff <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/7/2010 10:00 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Do not support the Oakland Airport Connector boondoggle. This project clearly is and expensive, inferior choice for getting passengers from BART to the airport, and is the opposite of Bay Area transportation equity.

Imagine how many more transit riders would benefit from a \$500M windfall for AC Transit or MUNI? This project is pure craziness and supports what, exactly? A slow monorail that takes longer to reach the airport than the current shuttle bus? Increases the general public's fears about Oakland as being too dangerous to ride a bus in?

Have we learned nothing from the BART to SFO inflated passenger estimates? Why not just give every passenger cab fare? It would be faster and cheaper than the airport connector.

robert bregoff

From: Bradley Cleveland <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/6/2010 11:19 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I urge you to vote against spending the region's scarce public transit funding on the Oakland Airport Connector project. I don't think the commission can justify spending money on the connector when transit agencies throughout the region are cutting routes and raising fares because of funding shortfalls.

Instead, MTC should focus resources on improving the region's bus systems upon which tens of thousands of Bay Area residents must rely. The region desperately needs a reliable public transit system if we are to reduce the use of private cars.

I frequently ride BART, and I'm dismayed that trains are infrequent and crowded, cars are dirty. Please invest in our existing transit infrastructure and systems, rather than build this unnecessary and costly airport link.

Respectfully,

Bradley Cleveland

From: Matthew Nelson <
To: <info@mtc.ca.gov>
Date: 9/6/2010 11:07 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

It's a very tough time for transit right now - just ask someone like me who rides the Municipal Railway every day. Recent service cuts have made even the Bay Area's most robust transit systems shells of their former selves. With increased fares we've also seen increased crowding, longer wait times, and longer travel times.

The Oakland Airport Connector is, quite frankly, not a necessary project. At a time when our top priority should be reducing greenhouse gas emissions and reducing commute times for working folks, why are we funneling money into a tram that serves the exclusive purpose of delivering people to an airport? Many Bay Area families don't have the funds for air travel right now, and the Commission and BART are doing a huge disservice to the greater community if they proceed with this project.

Please do not vote to put another penny of the region's scarce public transit funding towards this boondoggle.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Matthew Nelson

From: Joshua Switzky
To: <info@mtc.ca.gov>
Date: 9/7/2010 9:53 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

The only way the OAC would make sense is if it actually had stations between Coliseum and the Airport to serve the bustling commercial area between the two. Then it would be real transit!

Thank you in advance to listening to the facts.

Respectfully,

Joshua Switzky

From: Laurel Wigham
To: <info@mtc.ca.gov>
Date: 9/7/2010 9:44 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I live in San Francisco but sometimes need to fly out of Oakland, and I like to take BART over there when I do. But I'm always short of time when catching a flight, and if I had to pay \$6 for a slow-moving tram that dropped me miles from the terminal, I'd just drive and pay the parking fees to leave my car in Oakland while I'm away. Surely there's a better solution!

Respectfully,
Laurie Wigham

From: Elizabeth Gjelten <
To: <info@mtc.ca.gov>
Date: 9/7/2010 10:44 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

As a regular rider of Muni and BART (including the shuttle service to the Oakland airport), I'm writing to ask you not to put another penny of the region's scarce public transit funding towards the wasteful, unnecessary Oakland Airport Connector (OAC) project.

Initially, I loved the idea of being able to ride BART into the Oakland airport, as I can do now to SFO. However, the more I learn about the details of this project, the more I understand that its outrageous cost bears absolutely no relationship to the benefit; it will still require a transfer, and will only travel about 23 miles an hour. It would be barely better than the current shuttle service, and we desperately need the money for local transit service. At a time of severe cutbacks to public transportation around the Bay Area, we simply cannot afford to waste this kind of money on BART's Oakland Airport Connector. There are more affordable alternatives.

Please say no to this boondoggle.

Sincerely,
Elizabeth Gjelten

From: Ian Williamson <
To: <info@mtc.ca.gov>
Date: 9/7/2010 9:39 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please spend our tax dollars more wisely, and with a greater percentage devoted to bicycle infrastructure and bicycle access to public transportation.

Respectfully,

Ian Williamson

From: sandra padilla
To: <info@mtc.ca.gov>
Date: 9/7/2010 11:06 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Hi,

I can't make it to your meeting tomorrow, but I'm writing to ask you, MTC commissioners elected by people like me, to please not approve the OAC connector.

I am sure that you've heard the facts and figures about why this is a bad idea from many, many other e-mails and letters. Instead, I am writing to stress that with so many transit cuts being made, it is getting harder and harder to get around on transit. Please think about the \$500,000,000 and possible additional cost over runs and how far this money could go if it was distributed among the many operators that really get people to work, healthy food, school etc. This really expensive project isn't really going to do any of that-- not even for people who work at the airport because it would be too expensive and maybe not even stop in their neighborhood but just fly over it. They will probably just take the bus instead.

However, if you consider other alternatives that could take AC transit fares, stop in the neighborhoods near the airport, and take a smaller slice of the regional transportation funding, there might be a project worth doing.

Currently, i take AirBART and think it does ok. I only fly about 6 times a year and it has always gotten me there on time. In fact, i prefer it to the OAC, as it actually gets me to the terminal and not to the parking lot.

Bottom line: As people who get to say what happens to the transit networks that get us around, please be responsive to our needs and priorities, recognizing what would be best for people who depend on these systems for EVERYTHING, not just rides to the airport. I

Respectfully,

sandra padilla

MTC info - Re: Proposed OAC Project

From: "kenne.bowers" <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/7/2010 11:21 AM
Subject: Re: Proposed OAC Project

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

If there is indeed a high volume of traffic between existing BART service and OAK Airport, a real full-fledged BART spur right into the OAK terminal may be worth considering.

Respectfully,

Kenne Bowers

From: —Jeremy Nelson—
To: <info@mtc.ca.gov>
Date: 9/7/2010 10:26 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I ride AirBART to Oakland Airport regularly and it does need improvements, BUT THIS OAC PROJECT IS NOT THE RIGHT WAY TO GO! Please fund BRT to the Oakland Airport.

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

When this project first came before you the cost to attract each new ride was just \$9. Taxpayers will spend \$102 for each new ride on the Oakland Airport Connector. Taxpayers will pay \$408 each time a family of 4 takes this slow 3-mile tram that drops them in the Airport parking lot. Even for people that may have supported this in the past, it no longer makes any sense.

This is pure insanity – especially when there is an alternative that would cost \$350 million less, get you there faster with shorter walks to the terminal. And we could use that \$350 million to improve existing BART and bus service.

With a looming \$17 billion shortfall throughout our transit system, MTC is being asked yet again to bail out BART with scarce discretionary funding. And please don't compare this project to SFO, where BART travels at up to 72 MPH and goes directly into the terminal. This elevated tram averages 23 miles per hour, requires a transfer and then drops you in the parking lot for a much higher fare. Thank you in advance to listening to the facts.

Respectfully,

Jeremy Nelson

From: Thomas Yamaguchi <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/7/2010 10:50 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

I fully support and use local public transportation and advocate improvements to make it more efficient. Unfortunately, I cannot support funding the Oakland Airport Connector (OAC) project. A more cost effective way of getting people to the airport is by improving the existing bus system by upgrading to Rapid Bus Transit.

We should not let politics get in the way of the planning process as what happened when extending BART to SFO. We should be listening to transportation planners and engineers in order to design systems that carry the most passengers in less time and at less cost.

Respectfully,

Thomas Yamaguchi

From: Megan Wachs <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/7/2010 10:55 AM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Please do not vote to put another penny of the region's scarce public transit funding towards the boondoggle known as the Oakland Airport Connector (OAC) project.

I really enjoy taking BART and AirBart to OAK. It is convenient, reliable, and inexpensive. It is actually much more convenient than the Caltrain-BART-BART-AirTrain thing one has to go through to get to SFO, where the BART connector is so overpriced as to be prohibitive to using it.

One request I would like would be for the Clipper/Translink to be extended to the AirBart bus, as it is currently the only part that requires me to have cash to ride.

Respectfully,

Megan Wachs

From: Bryce Nesbitt <info@mtc.ca.gov>
To: <info@mtc.ca.gov>
Date: 9/7/2010 2:28 PM
Subject: It is not too late for MTC to make a wise choice

Metropolitan Transportation Commissioner

Dear MTC,

I urge a vote against the Oakland Airport Connector people mover. Our tax dollars should be used ways with better carbon benefits, better jobs benefits, and better transportation benefits.

Instead, please ask BART to properly evaluate BRT alternatives. In particular:

Build an escalator/elevator up from the Coliseum station platform to a new boarding area on Hegenberger Road.

Advantages

1. Minimizes transfer friction at Coliseum end (least linear distance, least vertical distance).
2. Departing bus operator has a clear view of the platform below: the bus can leave the moment the platform clears, or hold if significant incoming riders are observed (reducing effective transfer time).
3. Greatly reduces bus travel time, as bus is already on Hegenberger turned the correct direction (no stoplights, no turns, no ramps).
4. As with other BRT, has minimal transfer friction at Airport end (least linear distance, least vertical distance).
5. Maximum visibility of connection point (connection will be very discoverable visually to BART riders, automotive traffic on Hegenberger).
6. Simple fare collection. Patrons pay one fare to exit station via ground level exit, a different fare surcharge to exit via the Hegenberger exit.
7. Allows reallocation of capital dollars to more labor intensive projects elsewhere.
8. Higher operating employment over time (the real benefit to the unions and the job prospect of neighbors).
9. Same advantages as other BRT options.
10. Possible to "prototype" with a temporary wooden structure.

Downsides

1. No planning history for this proposal.
2. Engineering issues must be addressed to ensure Hegenberger overpass and the BART tracks do not have negative interactions in case of earthquake.
3. Less optimal for non-BART patrons (e.g. area residents or bus transfers). Requires passing through a station they otherwise have no interest in.
4. Entering patrons with a fare problem must go down to lower level to speak face-to-face with a station agent (same as).
5. Same downsides as other BRT proposals. In particular, leaves improvements in consistency of drive time to airport to a future projects.

Bryce Nesbitt

Attachment A
Emails Received August 30 – September 7, 2010
Page 1 of 8

Larry Chinn	Omar Khan	Zoe Fishman
Francis Kintz	Justin Eichenlaub	Naomi Cytron
Cathy Haaagen-Smit	Manish Champsee	Alison Alkon
Matt Stewart	Katherine Roberts	Marguerite M. Johnston
Zoe Sameth	Angela Armendariz	Michael Stangl
Anna Sojourner	David Favello	Joel Ramos
Susan Fuller	Gene Anderson	Peter Straus
Aaron Bialick	Michelle Mascarenhas	Micaela Pronio
Patrick Statz-Boyer	Karen Kunze	Brandon Kitagawa
Jeff Houston	Patricia Johnson	Jacklyn Altuna
Nancy Deras	Sanford Schaffell	Rachel Morello-Frosch
David Milton	Kristin Bard	Summer Brenner

Attachment A
Emails Received August 30 – September 7, 2010
Page 2 of 8

Aaron Lehmer	Denise d'Anne	Africa Williams
Lois Corrin	Kirsten Schwind	Jovida Ross
Gabriella Condie	Chris Hudson	David Lapedis
Janet Palma	Margo Hasselman	Scott Nelson Windels
Charles Siegel	Laura Thomas	Sarah Glaubman
Hannah Betesh	Jaklyn Brookman	Steven Keller
Jonah Chiarenza	Stephen Weitz	June Brashares
Alice Leon	Aija Goto	Lucas Bryant
Daniel Woloz	lynn adler	Jennifer Jackson
John Manning	Kendra Bridges	Mari Rose Taruc
Jacob Tobias	Miriam Joscelyn	Joseph Bleckman
Iris Biblowitz	Edward Kurtz	Daniel Schulman

Attachment A
Emails Received August 30 – September 7, 2010
Page 3 of 8

Eric Brooks	Nabeel Al-Shamma	Anson Smith
Sara Poznik	John Holtzclaw	Mario Ramirez
Angela Eaton	Jeffrey Banks	Kassie Rohrbach
David Epstein	Kristine Solseng	Kevin Nolting
Phillip Allison	Joanna Katz	K. Roark
David Eifler	Louise Clark	Nathan McKenzie
Kathy Dwver	Martha and George Robin	Hal Keenan
a yang	Stephen Downey	Harris Kornstein
Joan Edelstein	Carl Stein	Ayden Bremner
Colin Dentel-Post	Janet Stone	aaem mitchell
Allen Tacv	Pamela Glassoff	George Epsilanty
C Murphy	Vanissar Tarakali	Monica Way

Attachment A
Emails Received August 30 – September 7, 2010
Page 4 of 8

Mark Foy	Carrie Makarewicz	Maria Watt
Ariana Jostad-Laswell	Will McLennan	Gail Feldman
Susan Trivisonno	Louis Riordan	Eric Ganther
colleen whalen	Holly Baby Faust	Bruce Lilley
Ron Sundergill	Marilla Arguelles	Jason Barbose
David Lewis	cecile leneman	James Trenkle
J.O. Buental	Brent Bateman	Daniel Levy
Jennifer Stanley	Alice Mosley	Sarah Mills
David Green	David Lewis/Julia Levin	Al Weinrub
Sherman Lewis	Alice Mosley	Mark Birnbaum
Janet Arnold	Jennifer Abbingsole	Julia Prange
Jody Zaitlin	Susan Nesbitt	Melanie Archer

Attachment A
Emails Received August 30 – September 7, 2010
Page 5 of 8

Phil Morton	Lynette Jung Lee	Marjorie Winter
mariana xavier banks	Janel Sterbentz	Emily Kenyon
Gabrielle Miller	Annemarie Brentrup	David Coolidge
Charles Robinson	Steve Berl	Toshihiko Takeuchi
Sarah Peters	Dalen Gilbrech	Kay Englund
Stephen Abreu	Nicole Schneider	Michael Weber
Else Tranter	Mike Ranney	Daniela Rodriguez
Caely French	Seth Schneider	Michael Schmittziel
Eric Smillie	Marcy Greenhut	Bart Borland
patrick chye	Marilyn Chin	Daniel Steele
Filip Machi	Robin Anderson	Robert Hofmann
Krista Brown	Angelica Contreras	Gwen McEvoy

Attachment A
Emails Received August 30 – September 7, 2010
Page 6 of 8

Tresca Behling

Verona Fonte

Janet Noble

John Ridener

GJ Haet

Scott Phipps

Paula Buel

Mark Liolios

Oy-Lene Chong

Bobby Singh

lesley tannahill

lane parker

Erin NhaMinerva

Linda Currie

Roger Jennings

Ken McCroskey

CRAIG HAGELIN

Pat Schwinn

Dolores Apton

Jessica Hollinger

Lee Aurich

Pete Maass

Sue Young

David Dawson

Erica Jackson

Karen Murphy

Seth Goddard

mike cluster

Judith Reich

Melissa Canaday

Steve Ongerth

Marcia Lovelace

Steven Dorst

Achim von Neefe

Len Conly

Louise Clark

Harry Hugel	Doug Linney	Lucy Gigli
Alice Leon	Frank Castro	Peter Lydon
Maggie Robbins	Daniel Krause	Suzanne Armstrong
Susan Schacher	Nancy Botkin	Lynne Howe
David Favello	Gladwyn d'Souza	James Shahamiri
Roy Nakadegawa P.E. Former BART Director	Kristin AND Mark Sullivan	Julia Camp
Jovida Ross	Bryce Neuman	Jacob Tobias
Amy Butcher	Cheryl Brinkman	Christopher Pederson
Brendan Darrow	The Rev. P Joshua Griffin	Joe Corio
Erin Liotta	Shawn Allen	Justin Garland
Michael Graff	Melissa Severini	Andrea Osgood
Steve Ongerth	Grahm Satterwhite	Will Burton

Attachment A
Emails Received August 30 – September 7, 2010
Page 8 of 8

Jennifer Dhillon

Laura Lukitsch

Mark Abrahams

Bruce Osterweil

Carolyn Placente

SatKartar Khalsa

Naomi Cytron

Lauren Winsor Stenmoe

Donald Robertson

Ben Kaufman

Gita Dev

Kate Blumberg

Elika Etemad

Aron Hegyi

Justin Glover

Tony Vi

Deetje Boler

Bryce Neuman

Shannon Bousquet

jonathan weiner