

BART to Oakland International Airport



Project History

1970 - 1993

- Phase I Transit Access Feasibility Study completed.
- Phase II Oakland Airport Transit Access Project completed.
- Oakland Airport Transit Connector Working Paper Preliminary Design and Engineering Phase completed.
- Oakland Airport Transit Connector Draft Environmental Impact Statement completed.
- Project update report for the Oakland Airport Intermodal Connector Project completed.

November 7, 2000

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

March 28, 2002

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

May 2009

BART issued RFP/RFQ for Design-Build Operate-Maintain contract.

September 2010

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

Project Features

BART to Oakland International Airport (BART to OAK) is a 3.2-mile extension of BART from Coliseum Station to Oakland International Airport (OAK), via a new Automated Guideway Transit (AGT) system. The AGT system will be a driverless people mover system on a mostly elevated guideway structure that spans the length of the Hegenberger Road business corridor in Oakland.

In addition to the elevated guideway, BART to OAK includes two new stations at each end of the line. System support facilities such as a maintenance and central control building as well as power substations were also built as part of the project.

BART to OAK enhances schedule reliability and reduces travel times to and from the Oakland International Airport, providing a seamless connection with the BART system. The new AGT system will transport passengers between the airport and BART in less than 15 minutes door-to-door, with vehicles departing every 5 minutes.

Project Purpose & Benefits

The delivery of BART to OAK is based on the recognition of transportation constraints in the Bay Area, current and future growth at OAK, anticipated future public and private development, and related congestion along the freeway and roadways that serve the area. BART to OAK encourages air passengers to consider transit as a reliable alternative and provide some relief to the congested traffic conditions in the area.

BART to OAK has the following objectives:

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

Project Schedule

Airport Station Construction
Late 2013

Coliseum Station Construction
Late 2013

General BART to OAK
Construction
Late 2013

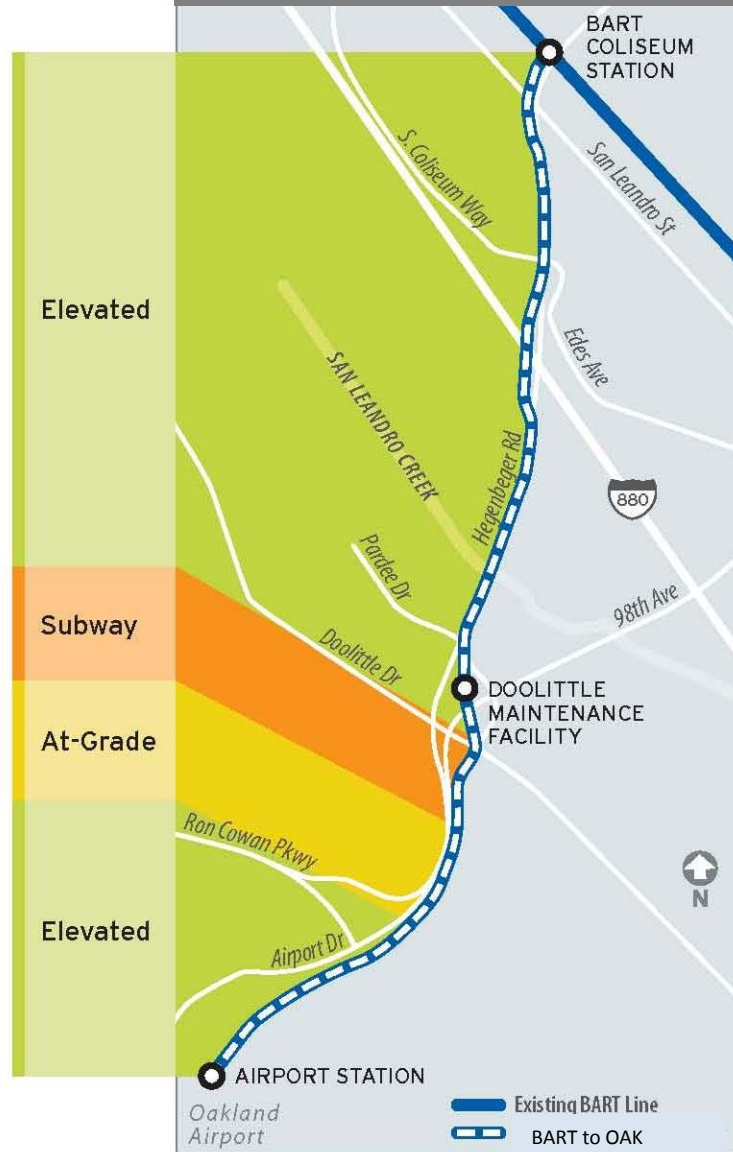
Start of Service
Late 2014

Partners & Funding

The total project budget for BART to OAK is approximately \$484 million (in 2009 dollars). The project has been a collaborative partnership between:

- BART
- Federal Transit Administration (FTA)
- Alameda County Transportation Improvement Authority (ACTIA)
- Alameda County Congestion Management Agency (ACOMA)
- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans)
- California Transportation Commission (CTC)
- City of Oakland
- Port of Oakland

BART to Oakland International Airport Project Alignment



Project Alignment

BART to OAK will transport passengers from a new platform at the Coliseum BART station, the new BART OAK station adjacent to Oakland International Airport's terminals. Vehicles will travel along an elevated guideway structure along the median of Hegenberger Road, above Interstate 880 on a dedicated bridge structure, underneath Doolittle Drive via a tunnel structure, and at-grade along Airport Drive inside the airport. The vehicles are powered by cable-propelled technology that is housed in the new stations and at "The Wheelhouse," a Maintenance and Storage Facility, located at the intersection of Hegenberger and Airport Access roads.

For More Information

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