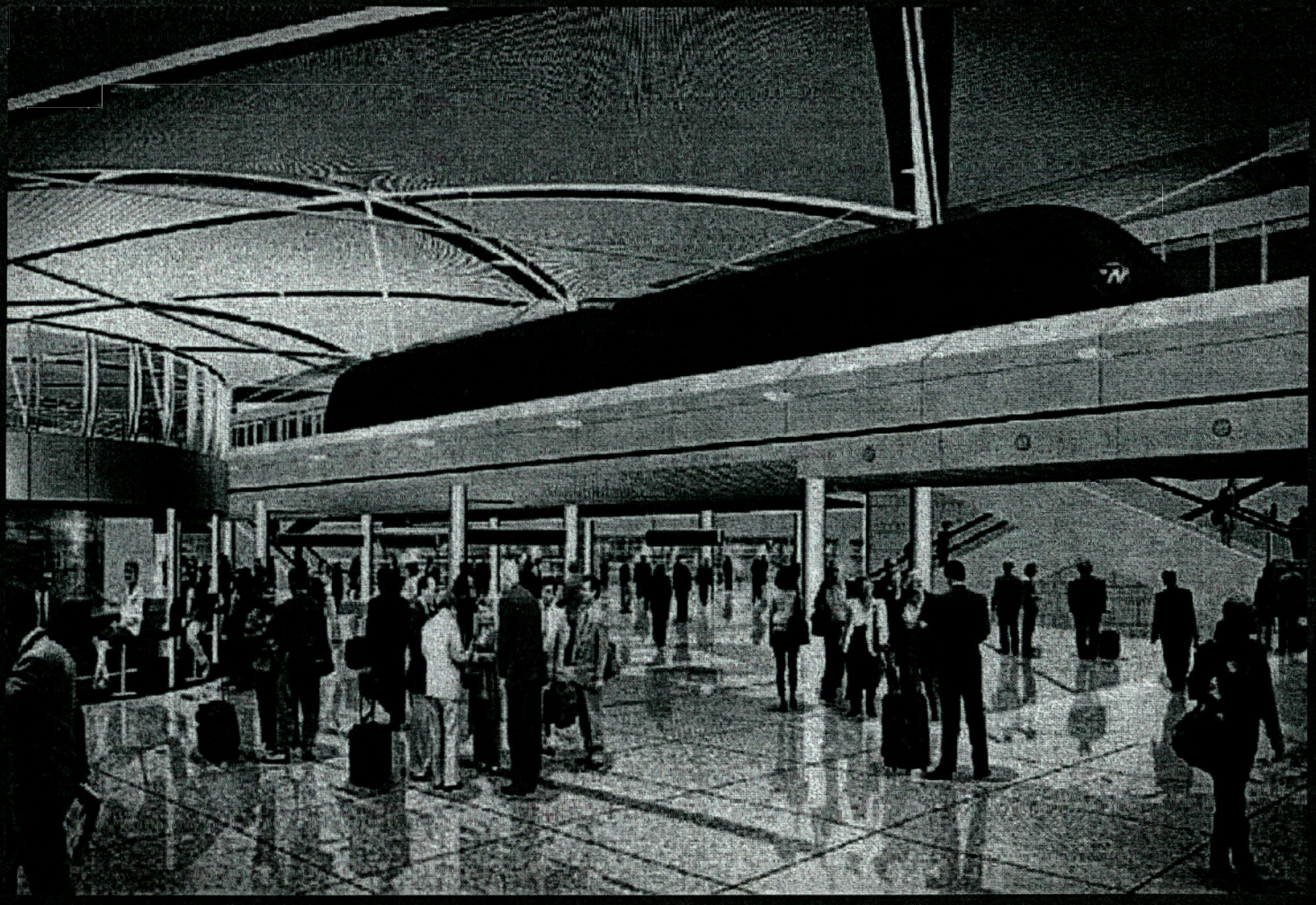
BART-OAKLAND AIRPORT CONNECTOR

Linking regional and inter-regional rail systems to an international airport



Planning Department

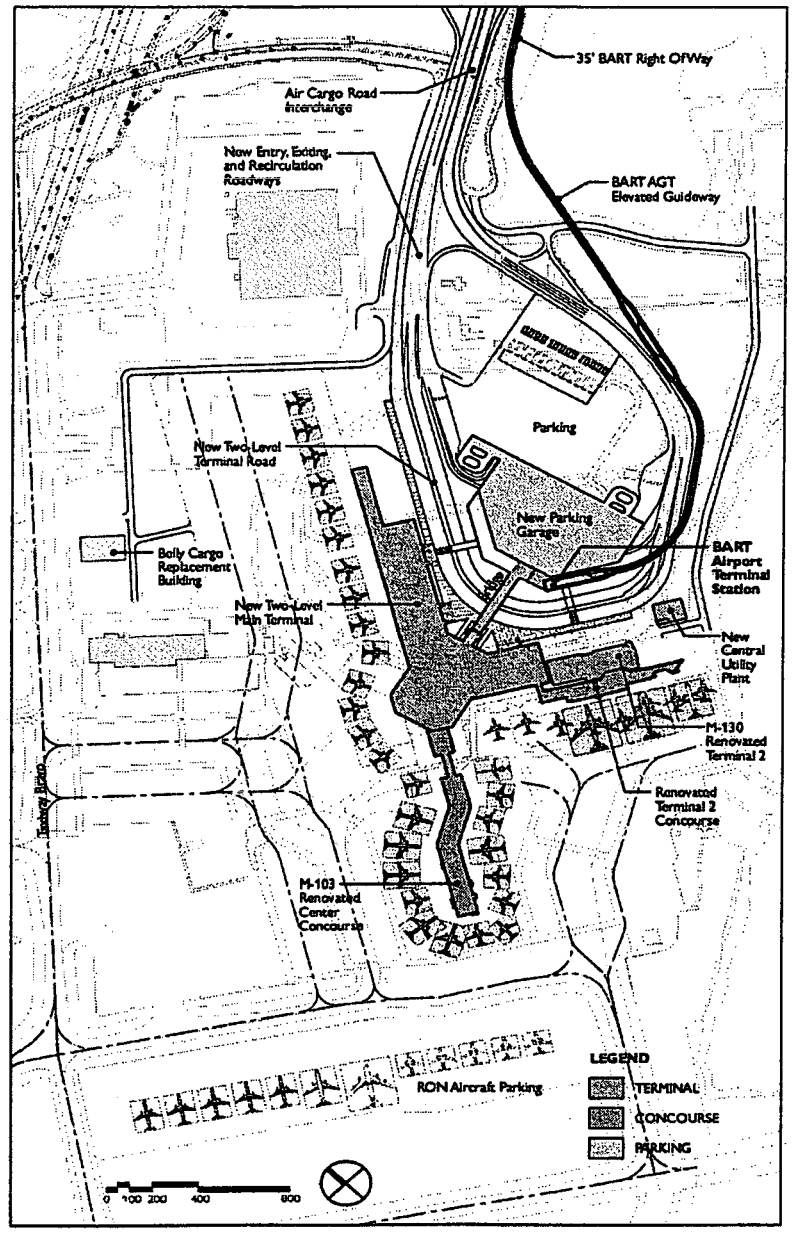
May 10 2001

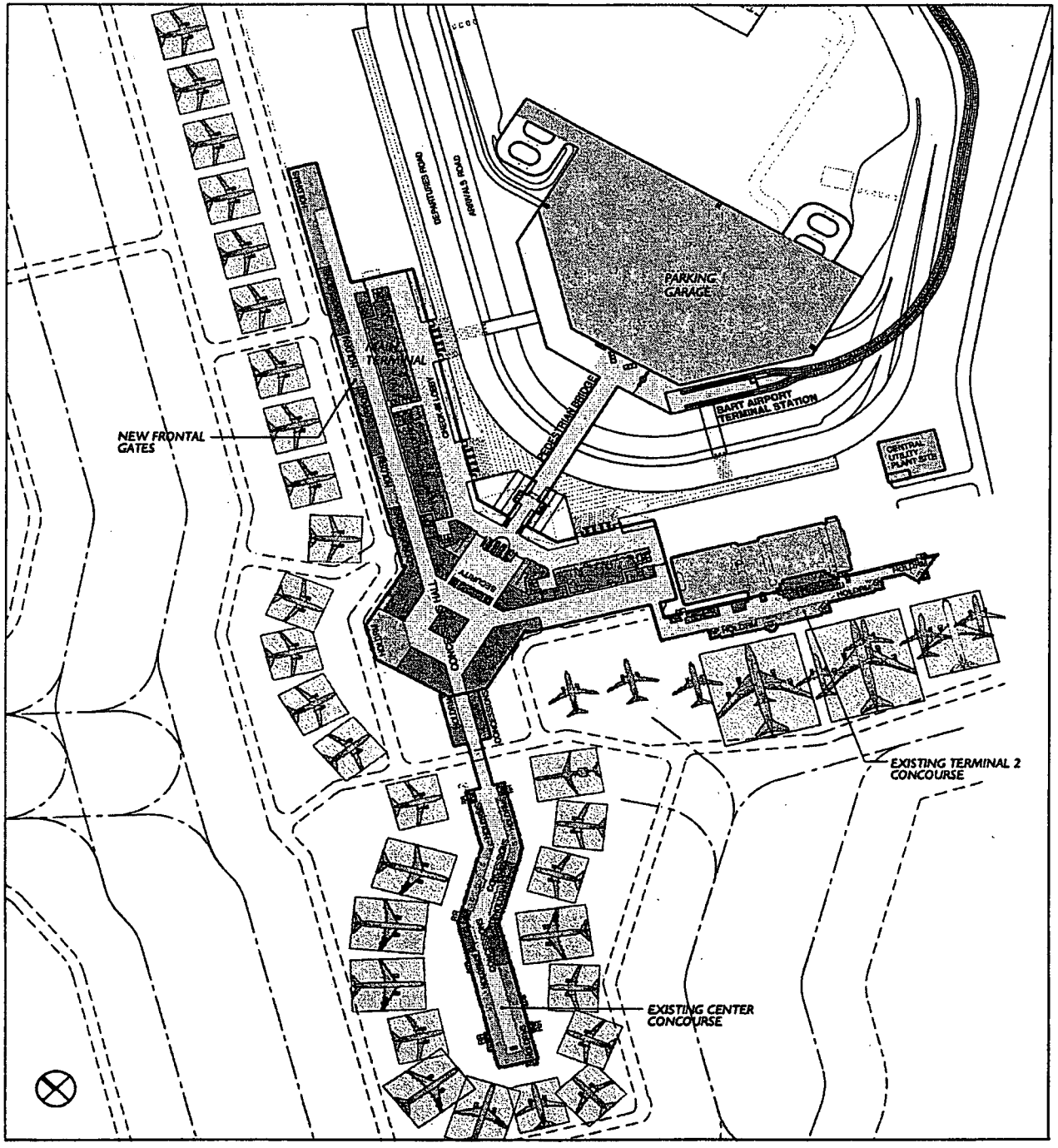
SCHEDULE UPDATE

- 6/01 Draft EIR/EIS out for public review
- 7/01 Board selects "Locally Preferred Alternative"
- 10/01 Board adopts final project
- 10/02 RFP released
- 2003 Construction begins
- 2005 Revenue service begins if Quality Bus
- 2007 Revenue service begins if AGT

OAKLAND INTERNATIONAL AIRPORT

- Annual Passengers:
  - 1990 5.5 million
  - 2000 10.6 million
  - 2020 24.7 million
- Current levels of air freight traffic to triple by 2020
- Airport Roadway Project. 98th Ave. under Doolittle Dr.
- Six-level parking structure (complete 2005)
- "Double-decked" and consolidated terminal (complete 2007)
- Twelve new aircraft gates

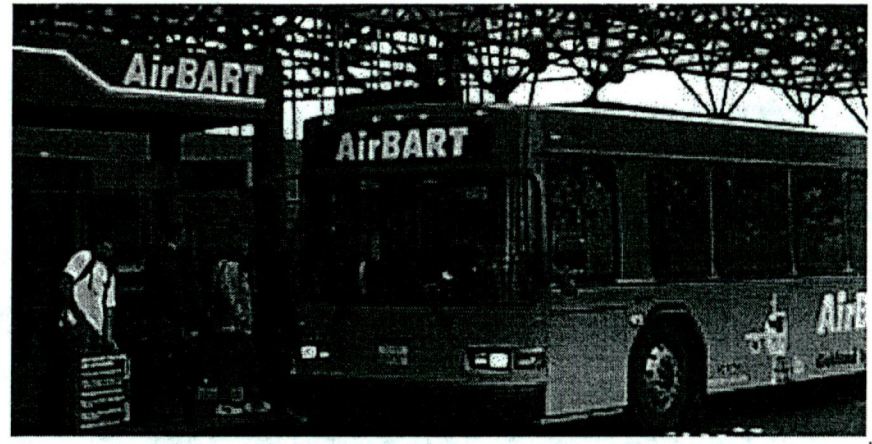




OAKLAND AIRPORT TERMINAL AGT STATION

CONNECTOR ALTERNATIVES

- ***No Project:*** Keep AirBART shuttle bus service at current market share as airport grows.

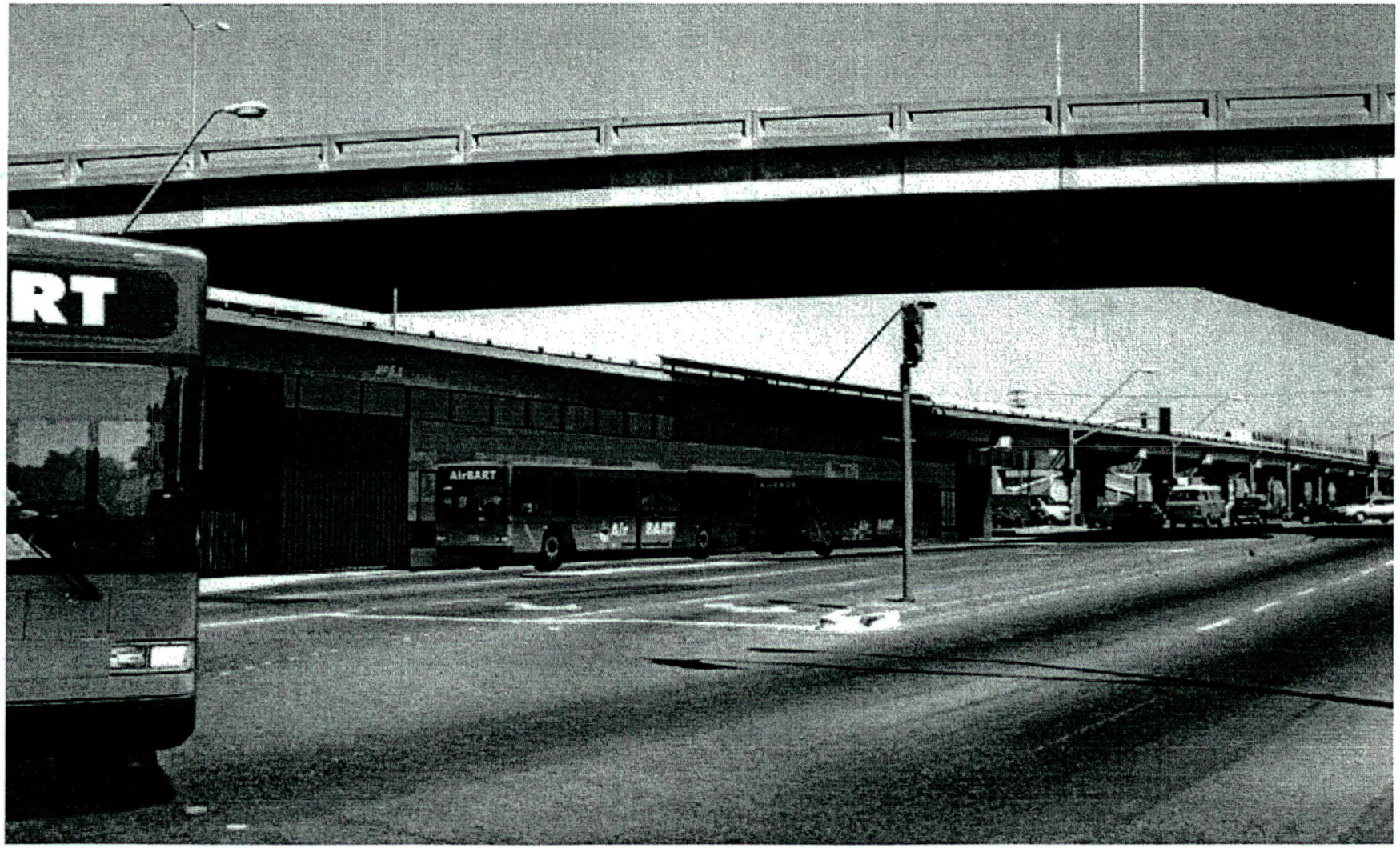


- ***Quality Bus:*** Relatively low capital investment. Right-of-way not exclusive. Emulate AGT service as much as possible.

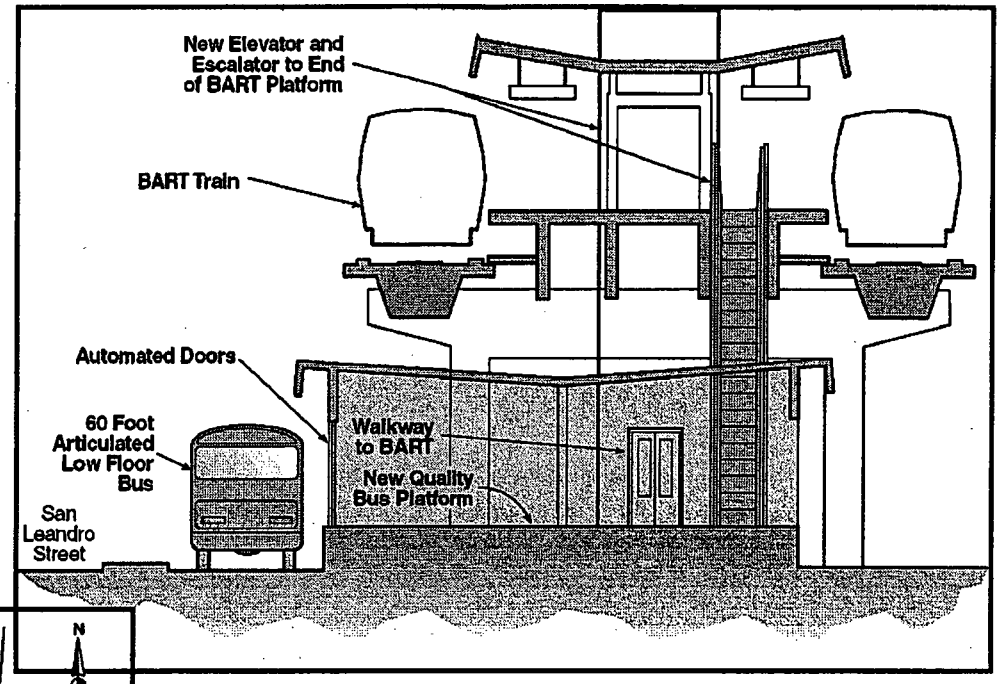
- ***Automated Guideway Transit (AGT):*** Exclusive right-of-way. Possibly two intermediate stations.

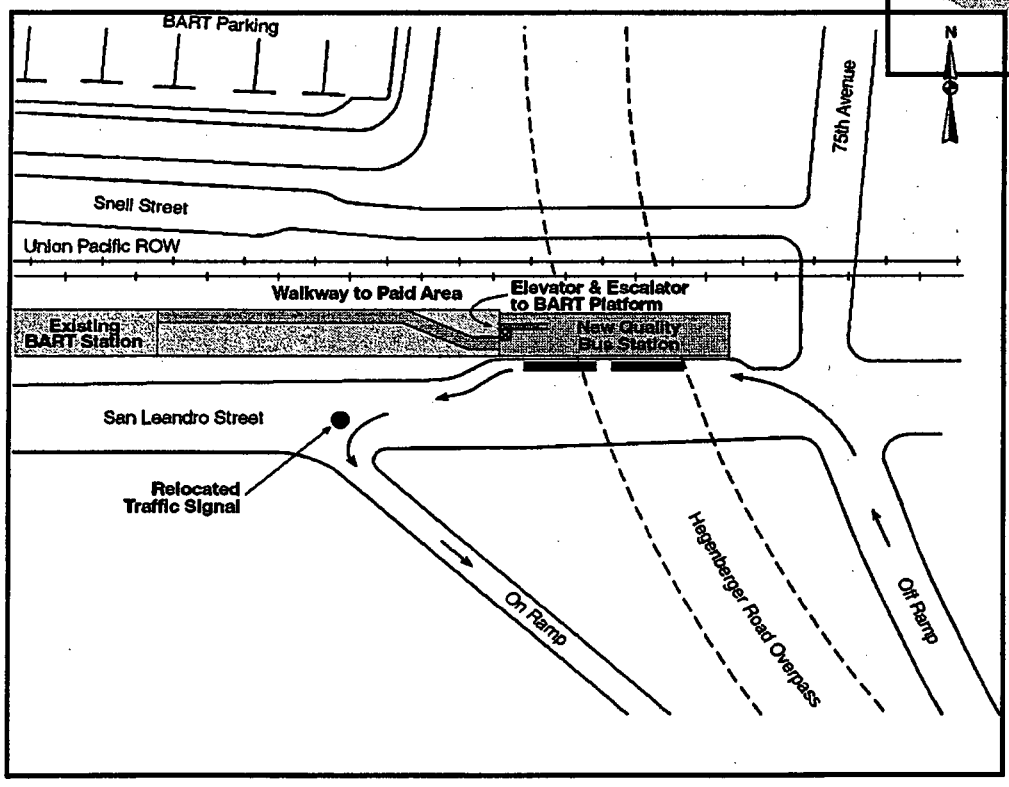
- Single Lane Bypass Shuttle AGT
- Dual Lane Pinched Loop AGT

QUALITY BUS STATION

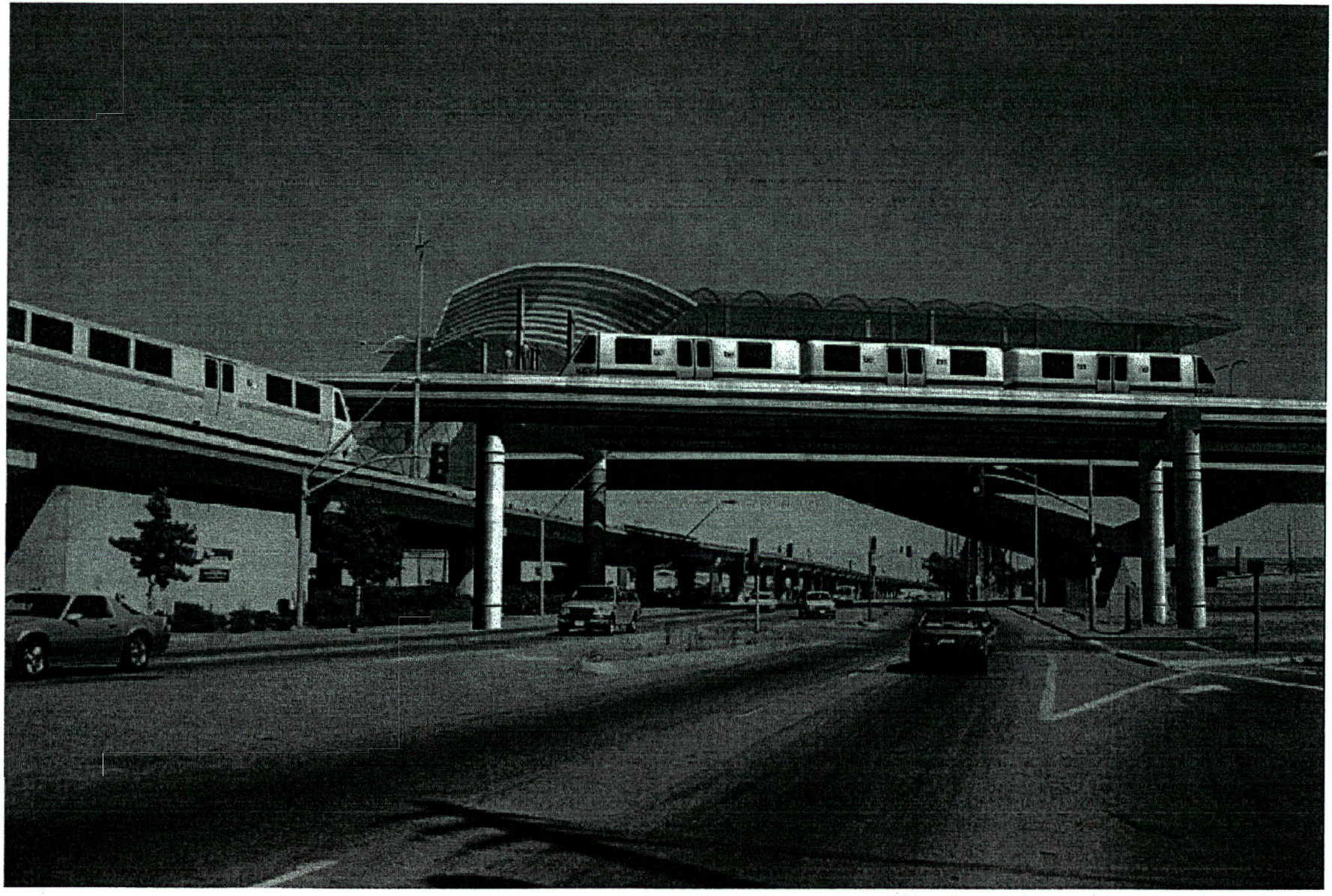


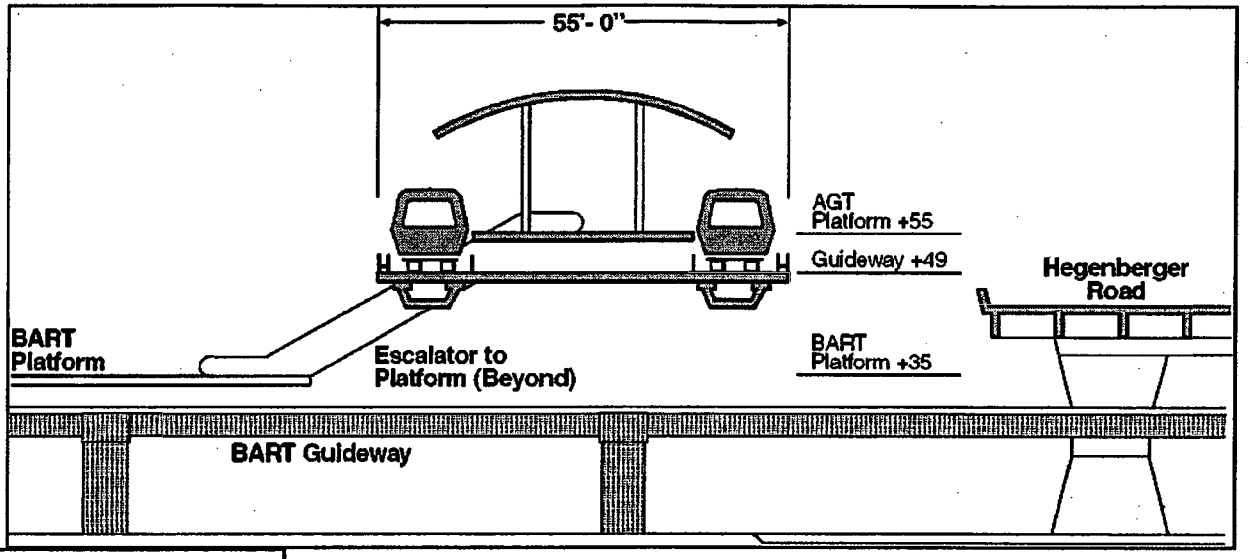
QUALITY BUS STATION SECTION AND LAYOUT at COLISEUM STATION

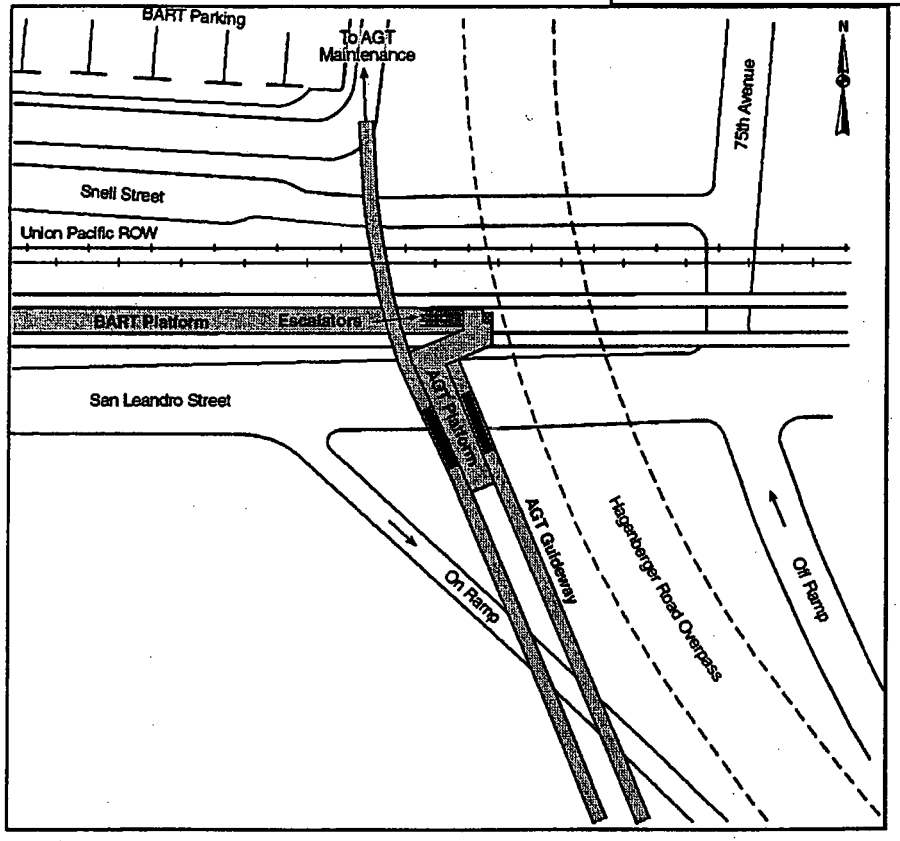




AGT STATION

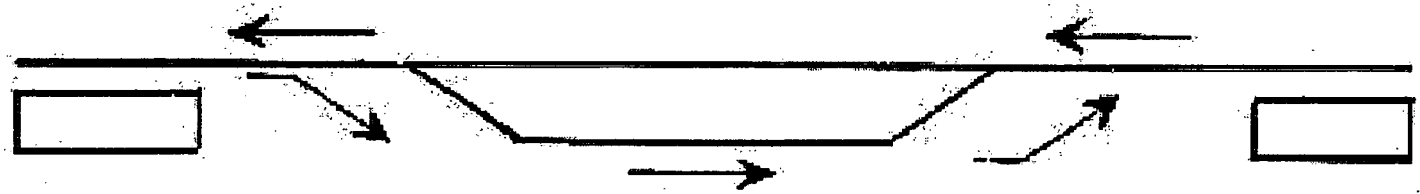




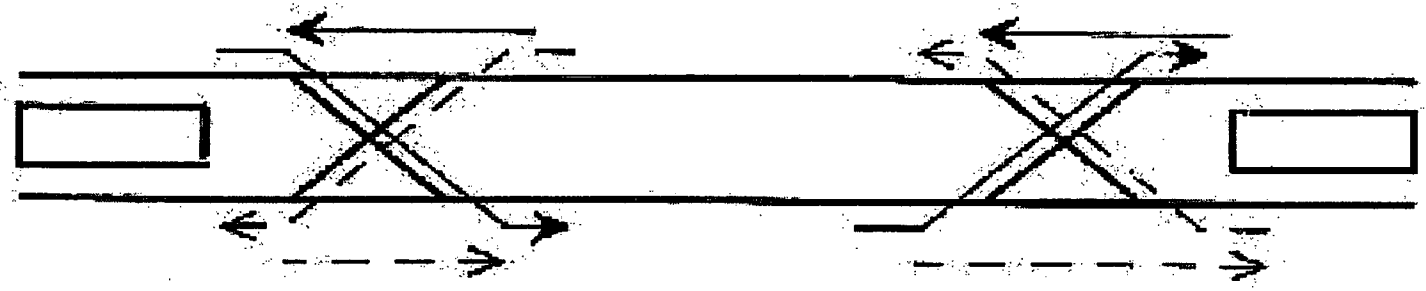


AGT STATION SECTION AND LAYOUT at COLISEUM STATION

POSSIBLE AGT CONFIGURATIONS



Single Lane Bypass Shuttle



Dual Lane Pinched Loop

TOTAL TRIP TIMES*
In 2020

ALTERNATIVES	TOTAL ONE-WAY TRIP TIME Includes ½ headway + ½ wait time
No Project	24.5 minutes (average)
Quality Bus	20.0 minutes (average)
AGT Dual Lane Pinched Loop without intermediate stations	12.2 minutes (constant)
AGT Dual Lane Pinched Loop with intermediate stations	13.8 minutes (constant)

COST ESTIMATES

2001 dollars in millions

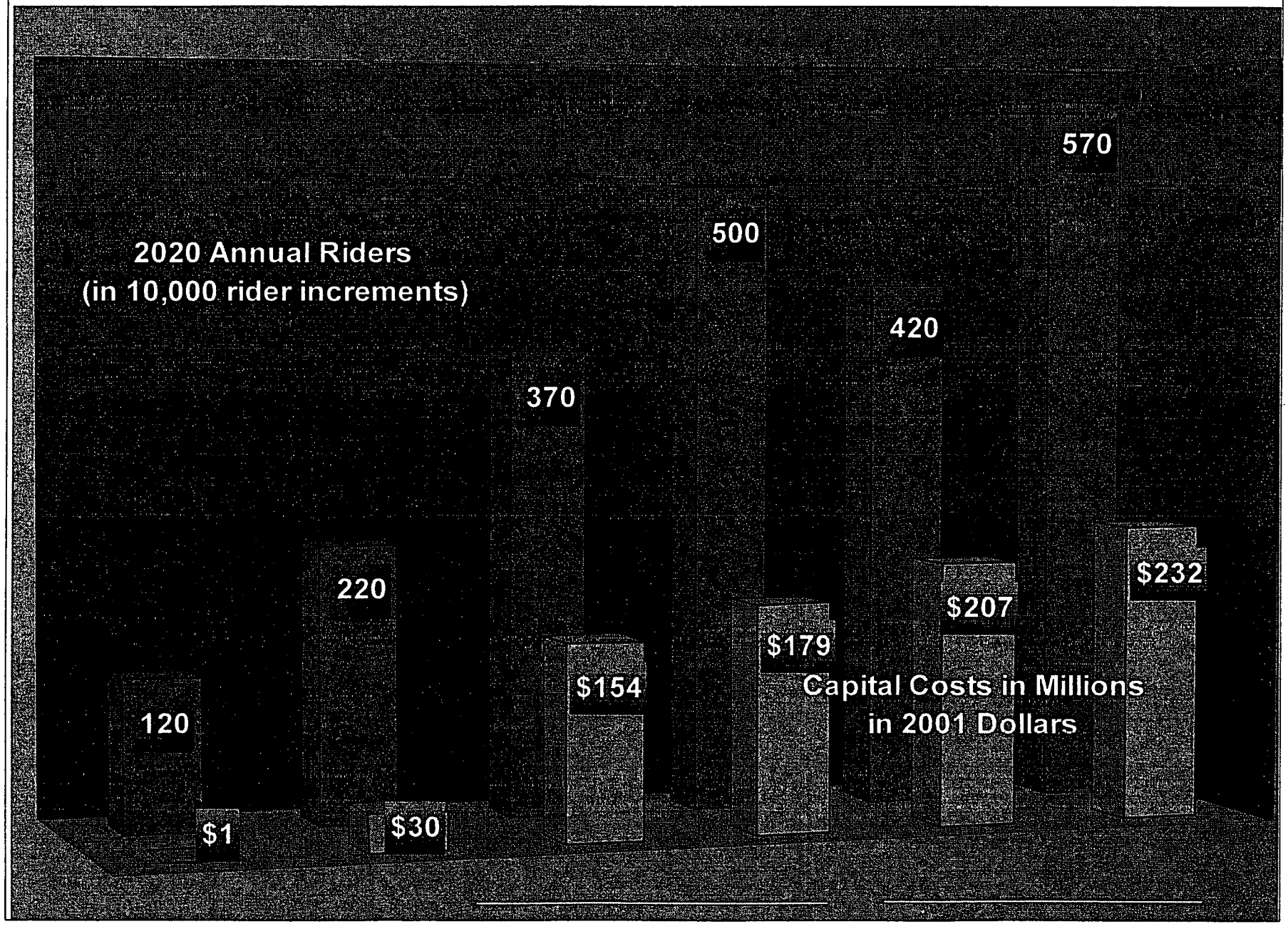
- $1.....No Project
- $30.....Quality Bus
- $154.....AGT Single Lane Bypass Shuttle
  without intermediate stations
- $179.....AGT Single Lane Bypass Shuttle
  with 2 intermediate stations
- $207.....AGT Dual Lane Pinched Loop
  without intermediate stations
- $232.....AGT Dual Lane Pinched Loop
  with 2 intermediate stations

ANNUAL CONNECTOR RIDERSHIP

Forecast for 2020

Millions of People	Alternative
1.2	No Project
2.2	Quality Bus
3.7	AGT - Single Lane Bypass Shuttle without intermediate stations
5.0	AGT - Single Lane Bypass Shuttle with two intermediate stations
4.2	AGT - Dual Lane Pinched Loop without intermediate stations
5.7	AGT - Dual Lane Pinched Loop with two intermediate stations

Oakland Airport Connector
Ridership and Capital Cost Estimates



LINKING TRANSIT WITH DEVELOPMENT

TRANSIT

BART Station

AC Transit Intermodal

Capitol Corridor Train Station

BART/Oakland Airport Connector

Oakland International Airport

DEVELOPMENT

Coliseum BART Station Area Plan

Intermediate AGT Station Development

Hegenberger Gateway Design Plan

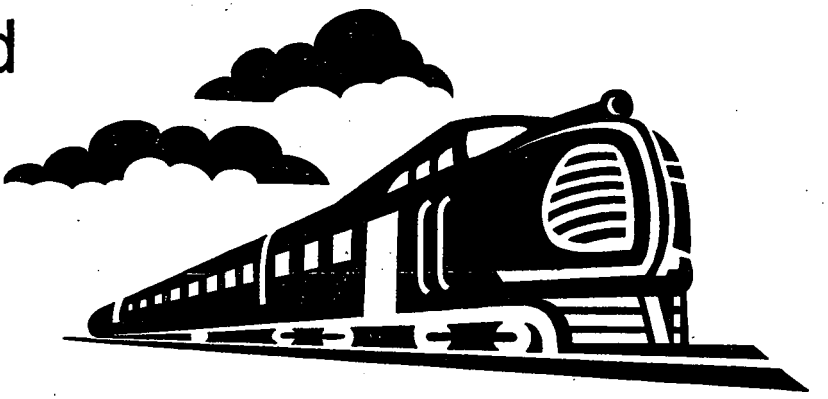
Coliseum

Coliseum/Oakland Airport Station Area Plan

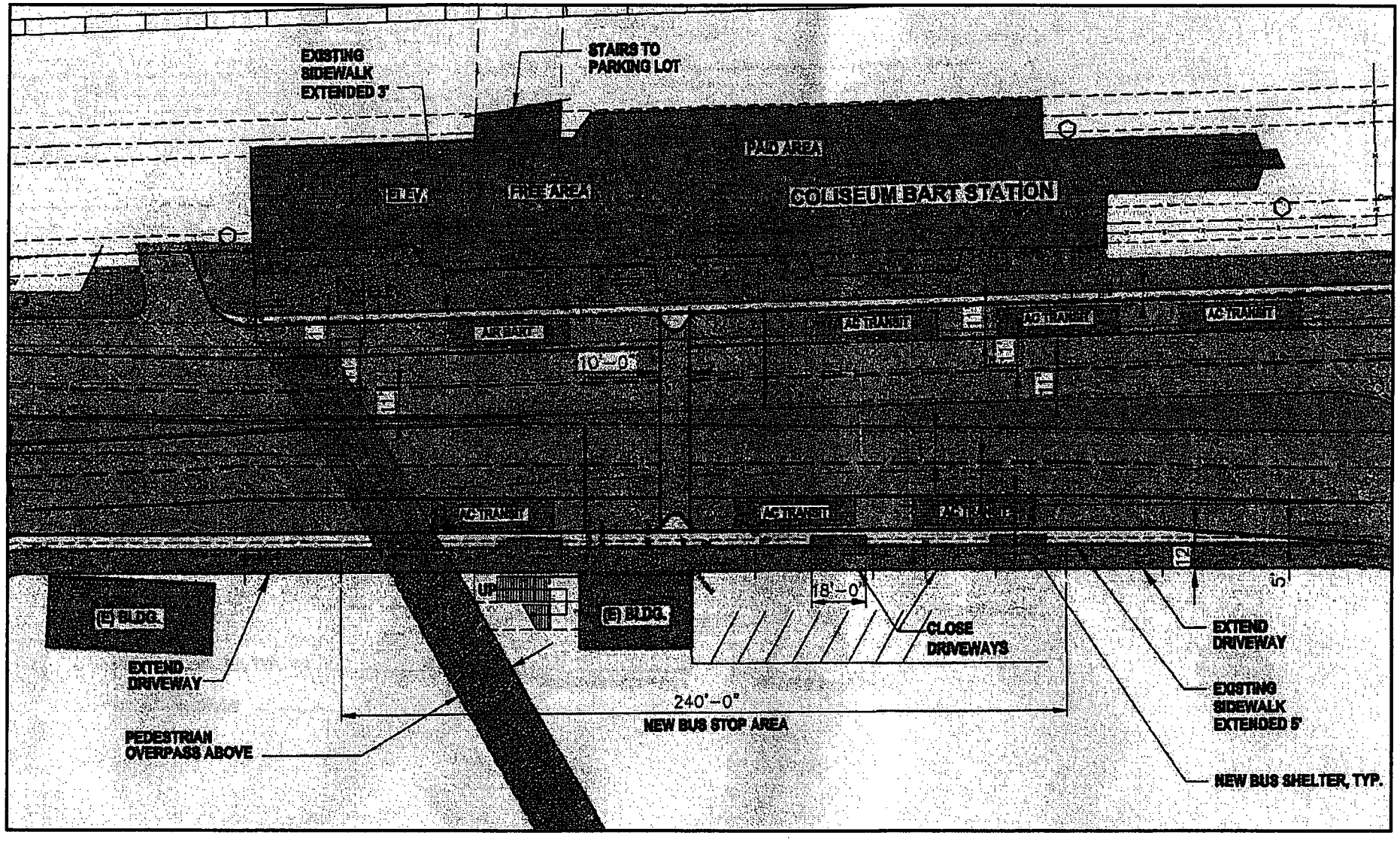
- Funded jointly by BART and City of Oakland
- Oakland Housing Authority $34 million Hope VI Grant
- Transit Village - Residential and Retail
- Airport Regional Commercial Job Center
- BART Parking

OAKLAND COLISEUM AMTRAK STATION

- Engineering drawings complete
- Construction funding obtained by City of Oakland
- Open-air, unattended platform
- Pedestrian ramp to Coliseum bridge
- 35 parking spaces
- Open February 2002



AC TRANSIT INTERMODAL

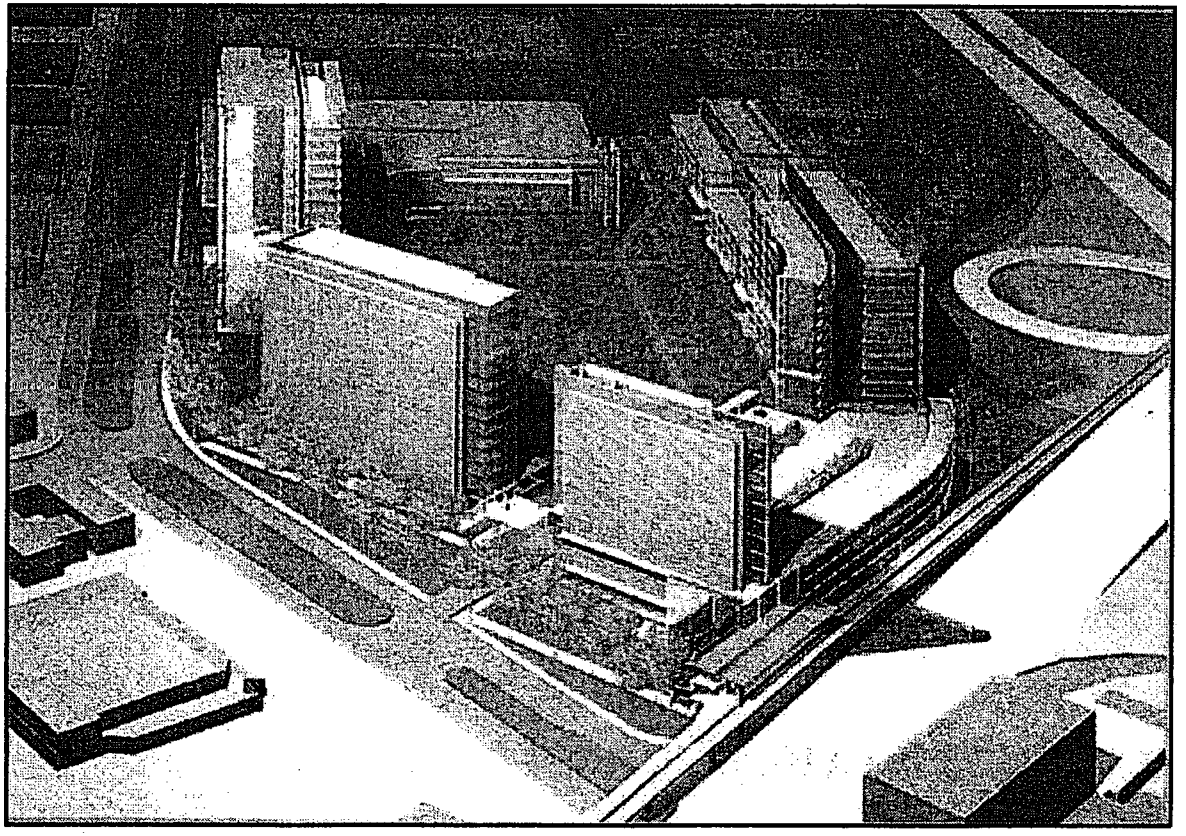


INTERMEDIATE AGT STATION DEVELOPMENT

MetroPort

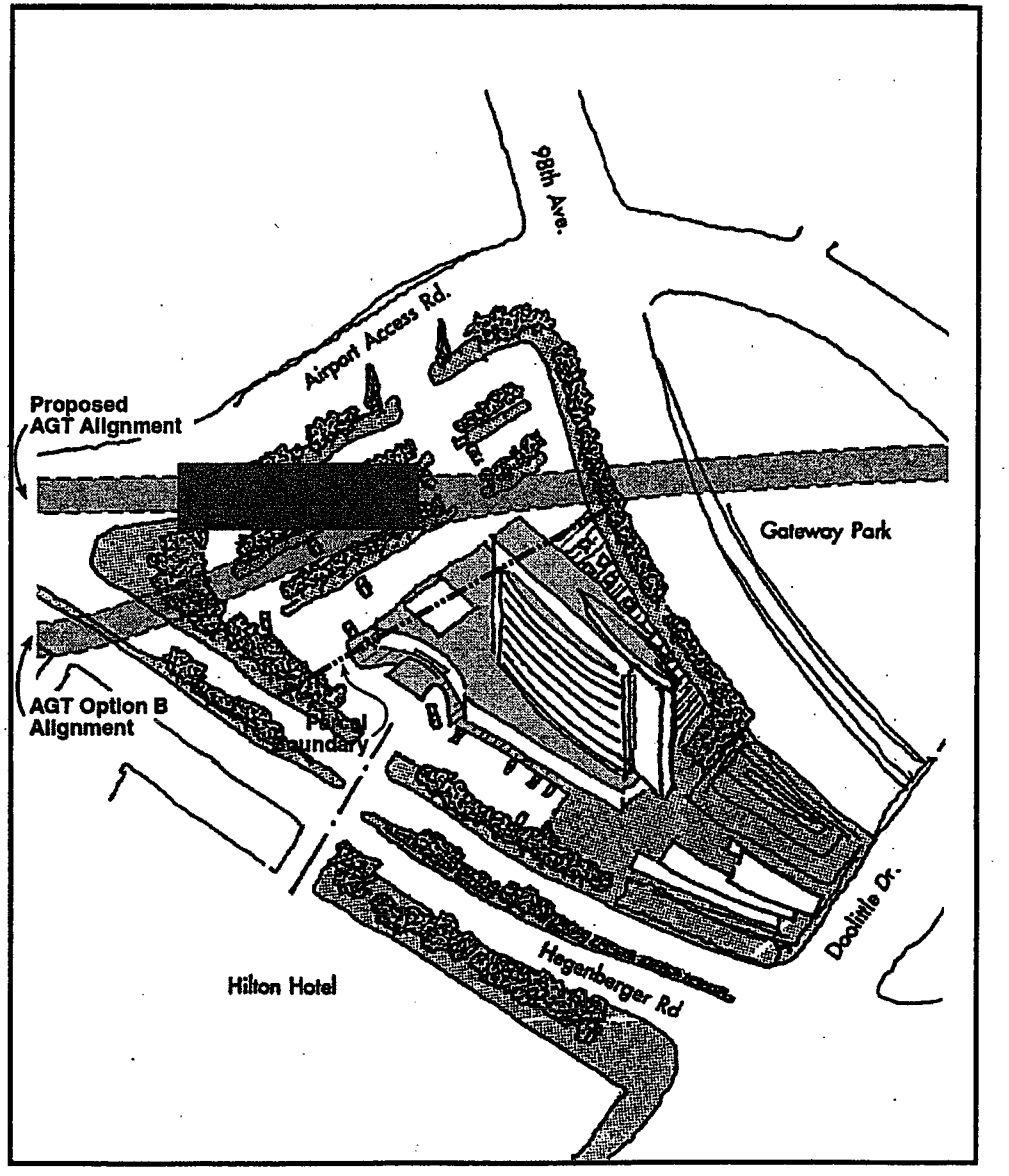
(Simeon Commercial Development)

- 23 acre parcel owned by Port of Oakland
- 1.3 million square feet Class A office space
- 16-story, 300 room hotel
- 25,000 square feet of retail
- Conference center
- EIR under production



INTERMEDIATE AGT STATION DEVELOPMENT

- ***Doolittle Station***
  - Parcel consolidation
  - Potential hotel site
  - Hegenberger Gateway Design concept



HEGENBERGER GATEWAY DESIGN PLAN

- Canary Palm Trees
- 50-foot high banner structures
- Street lighting - pedestrian and vehicle
- Side banners
- Median strip landscaping
- Repaving
- Completion expected later this year

OAC FUNDING PLAN*

2001 dollars in millions

- $38 Regional STIP
- $75 Measure B (Alameda Co. Transportation Sales Tax)
- $45 ITIP (Interregional Transportation Improvement Program)
- $25 Regional Measure 1 Rail Extension Reserve
- $37 Other ($25 Port of Oakland, $12 City of Oakland)
- $12 Dependent upon extension of AB 2928

$232 Total

Potential additional sources:

- $7 Tier II of Measure B (ACTIA to program in 2012)
- $78.4 State General Fund (request submitted by Senator Perata and Assemblymember Chan)

* **Funding Plan per Draft Alameda County 2001 Countywide Transportation Plan update. CMA set to consider adoption by June.**

BART MAKING THE CONNECTION OAK International Airport

Oakland Airport Connector

Coliseum BART Station with Proposed AGT

BART EXTENSION INTO THE
SAN FRANCISCO INTERNATIONAL AIRPORT

BIRD'S EYE PERSPECTIVE LOOKING NORTHEAST
OF AERIAL WYE ALIGNMENT PROVIDING RAIL ACCESS
DIRECTLY INTO THE NEW INTERNATIONAL TERMINAL AT SFIA


CENTRAL STATION

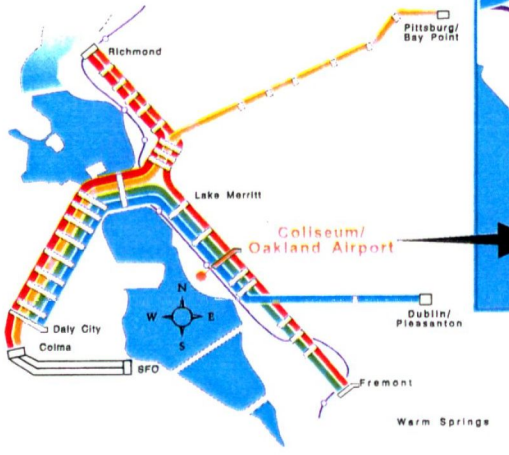

Newark International Airport

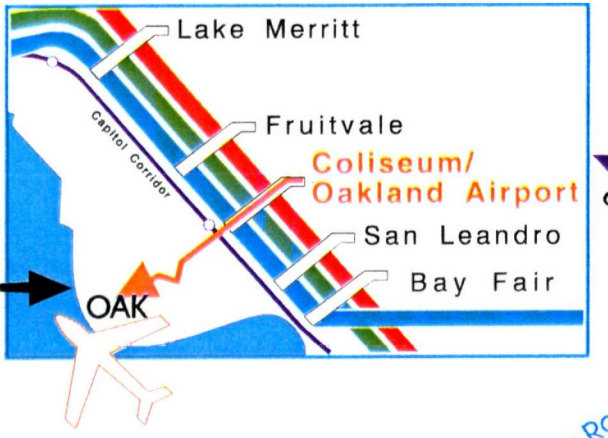
BART

MAKING THE CONNECTION

OAK International Airport

BART / Oakland Airport Connector





Coliseum/ Oakland Airport Station

BART

Capitol Corridor

System

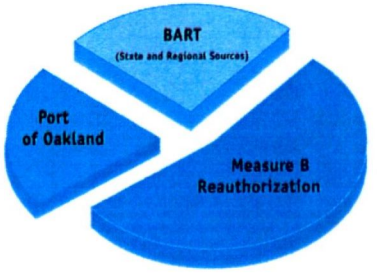
Hegenberger Road

Oakland Airport Connector

Edgewater Station

Doolittle Station

Partners



OAK International Airport

CONNECTOR GOALS

- \+ Accommodate more riders
- — Relieve traffic congestion
- \+ Improve air quality
- — Decrease travel time and provide reliable service
- \+ Support transit oriented development

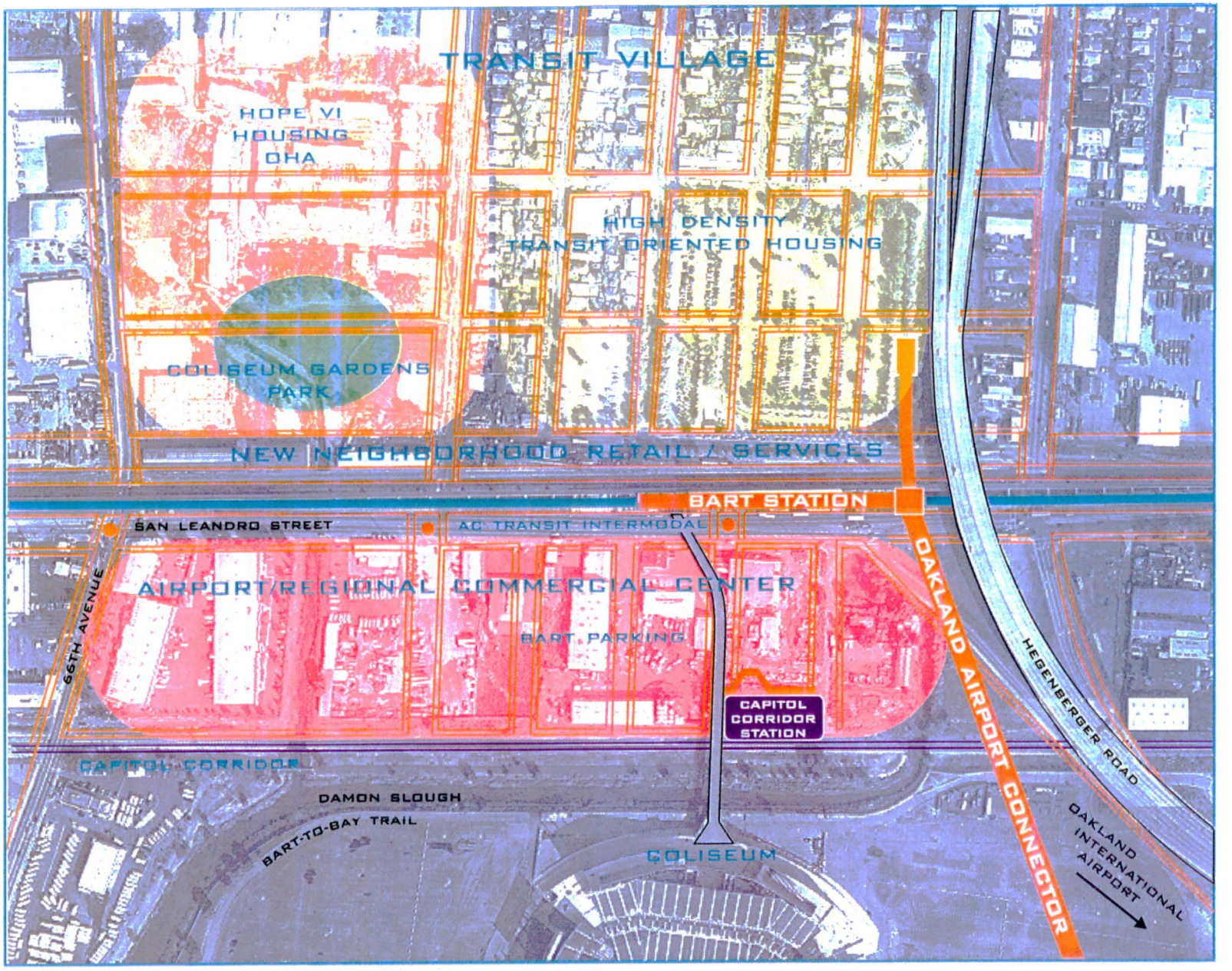
BART

MAKING THE CONNECTION

OAK International Airport

Coliseum Station Area Development Plan

PARTNERSHIP WITH THE CITY OF OAKLAND

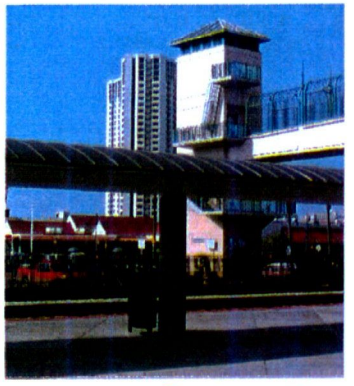


BART

MAKING THE CONNECTION

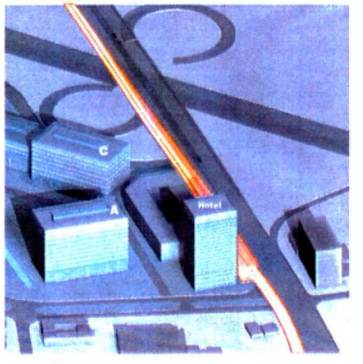
OAK International Airport

Transit Oriented Joint Development Vision

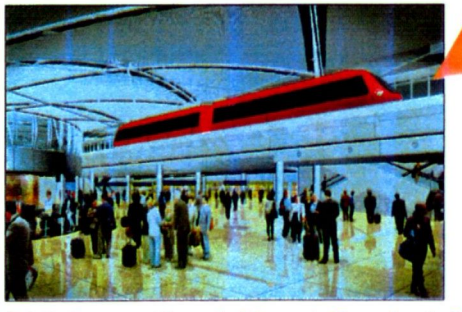


1 Airport/Regional Commercial Center

2 Transit Village



6 Edgewater Station



4 OAK International Airport Terminal Station

3 Oakland-Airport Connector at BART Station

BART MAKING THE CONNECTION OAK International Airport

Oakland Airport Connector

Coliseum BART Station with Proposed AGT

Fact sheet for developing a press release:
BART – Oakland International Airport Connector project approval and EIR/EIS certification by BART Board

What: Approval of the BART – Oakland International Airport Connector project and certification of the project's EIR/EIS. More technically, the actions that are requested of the BART Board are:

1. Certify the Final Environmental Impact Report.
2. Adopt the Recommended Project, defined as the Preferred Alternative in the Final Environmental Impact Report/Final Environmental Impact Statement.
3. Adopt Findings, Facts in Support of Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan for the BART – Oakland International Airport Connector Project.
4. Authorize the BART General Manager to proceed with implementation actions, including acquisition of property as funding is identified.

Where: Board Room, BART main office, 800 Madison St., Oakland

When: Thursday, March 28, 2002 at 9:00 AM

Who: The BART Board of Directors, first meeting as a committee-of-the-whole to make a recommendation to the Board and then as the Board to take formal action on the recommendation.

Why anyone should care:

- The Connector project will provide a fast, reliable and convenient alternative to driving on congested roadways to and from Oakland International Airport as well as businesses and residences in the vicinity of the Hegenberger – 98th Ave. corridor.
- People working at the Airport will be able to get to their jobs via the Connector. Over the 1998-2010 period, jobs at the Airport will increase from 15,900 to over 18,600.
- The Connector will replace over three million vehicle trips per year between the Airport and points all around the Bay Area.
- Oakland International Airport is the principal gateway to Oakland and the East Bay for visitors from outside the region. The Connector is an integral part of that gateway, linking the Airport with the transportation network that accesses Oakland, the East Bay and the entire Bay Area.
- The Connector will also link the Airport with a revitalized East Oakland. It will directly access the Oakland Coliseum Station Area Development Project, which is planned as the cornerstone of major new commercial, industrial and residential development in the area.

Other background info:

- The Connector will be a seamless connection between BART and the Airport. What that means is that the Connector is part of the BART system, so riders don't have to pay a separate fare when transferring between BART and the Connector.
- The Connector is a three-mile long link that will connect with BART at the Coliseum station. It will feature a raised guideway***(provided this is the alternative approved by the BART Board, as we anticipate it will be)*** that will allow riders to move along rapidly above traffic.
- Riders will save a considerable amount of time over the current AirBART shuttle bus that connects BART with the Airport, especially when there are special events at the Coliseum complex and during peak travel periods at the Airport.
- A design/build contract for the Connector is scheduled for award at the end of 2003 and the system should begin operation in 2008.
- The Connector will also link Capitol Corridor and Amtrak trains to the Airport at the future Coliseum-Airport station, to be built across the street from the Coliseum BART station.

Quotes: Forthcoming from a very notable and quotable person whose heart and soul are indeed a part of this project. Stay tuned.

Contact info:

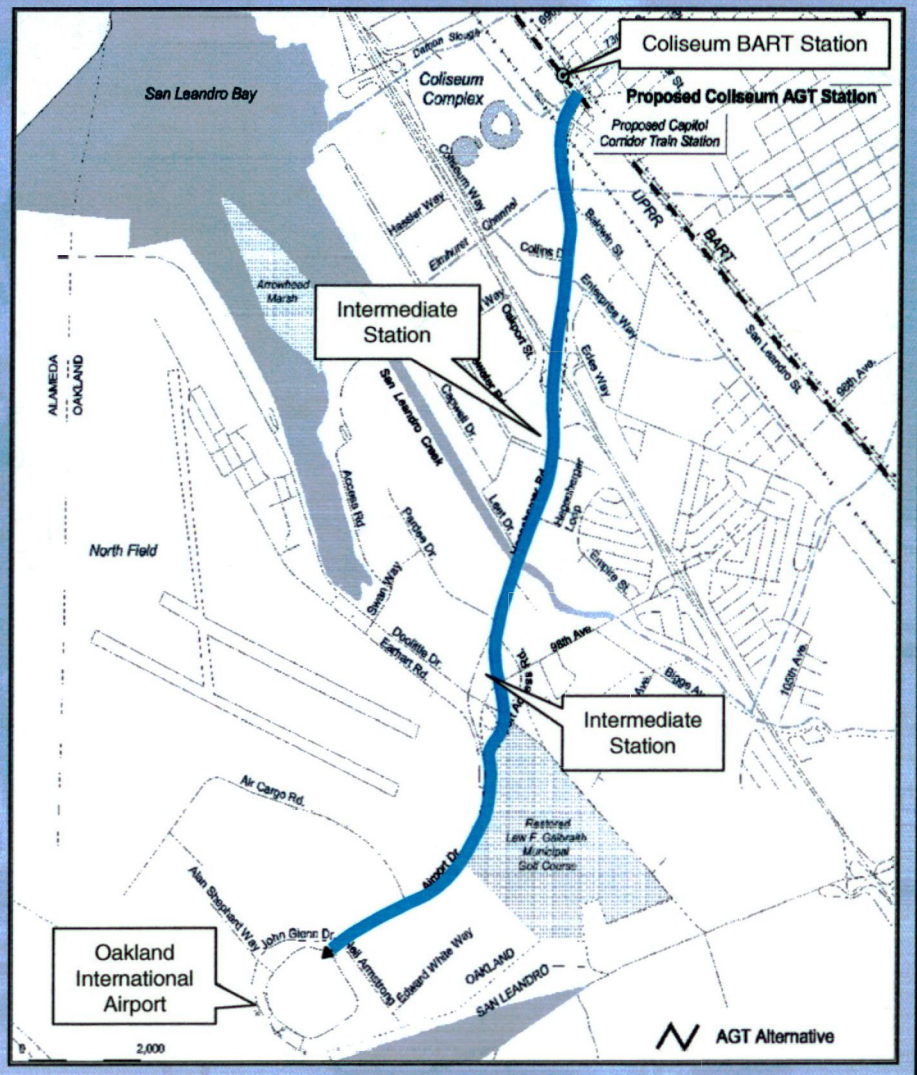
At BART, Val Menotti, Manager, Alameda County Planning, 510-287-4794. At the Port: Steve Gregory, Senior Strategic Planner, 510-627-1363 for funding questions and Kristi McKenney, Aviation Planning Manager, 510-627-1178 for project questions.

BART MAKING THE CONNECTION OAK International Airport

Oakland Airport Connector

Proposed Project

- 3.2-Mile Automated Guideway Transit with two intermediate stations, Option A Alignment, and Straight-In Alignment at Airport
- Total Travel Time: 11.2 min.
- 2020 Ridership (trips)
  - Annual: 4.9 million
  - Average Daily: 13,540
  - Peak Day: 19,900



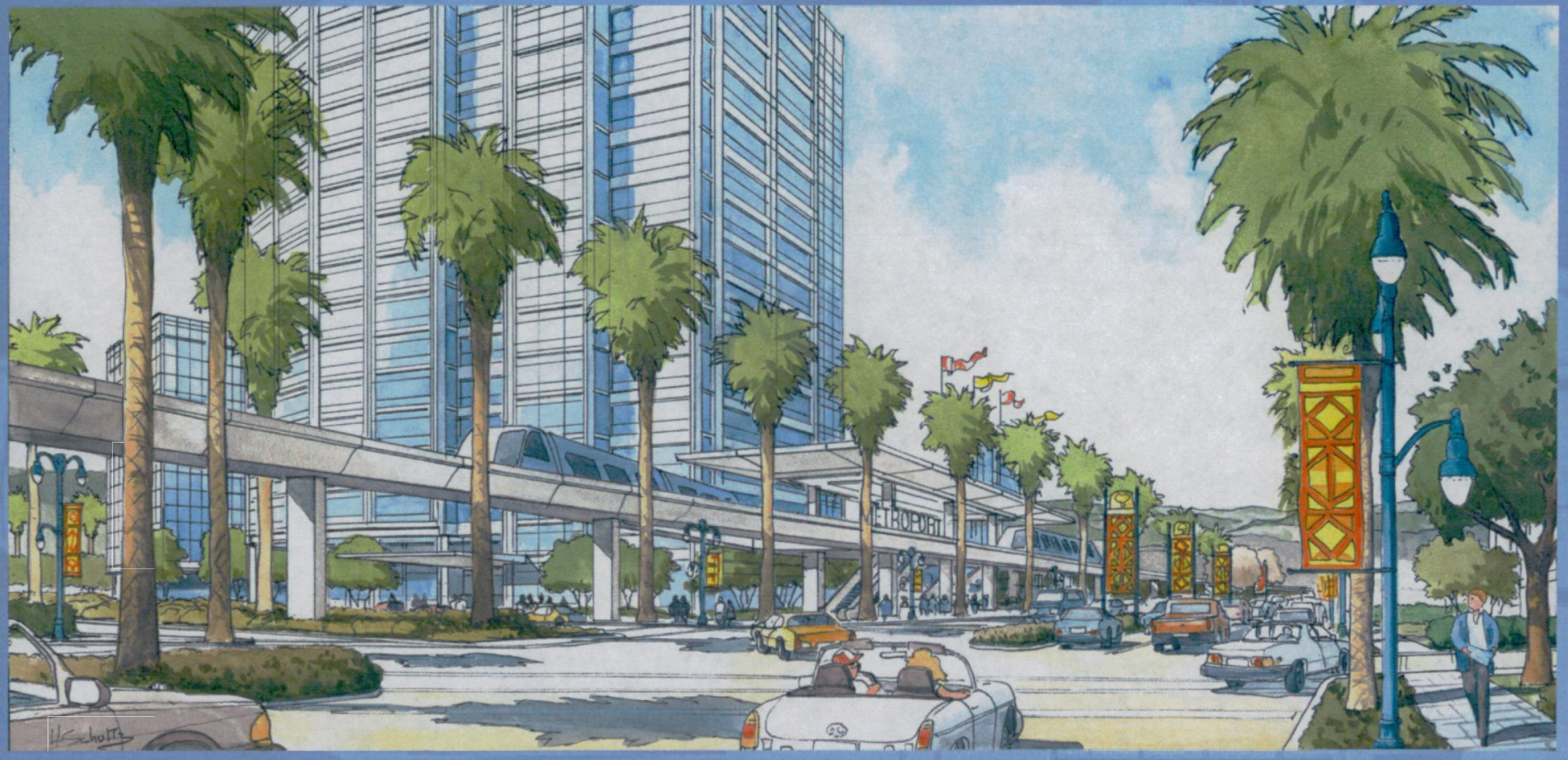
BART

MAKING THE CONNECTION

OAK International Airport

Oakland Airport Connector

Proposed Edgewater Intermediate Station - MetroPort



BART MAKING THE CONNECTION OAK International Airport

Oakland Airport Connector

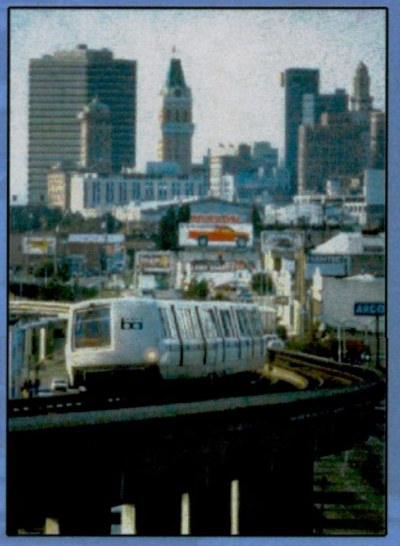
Examples of AGT Technologies

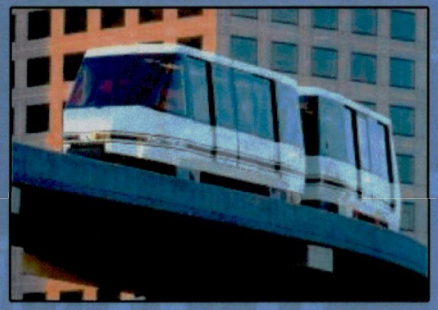
BART

MAKING THE CONNECTION

OAK International Airport

Oakland Airport Connector





MAKING THE CONNECTION

BART/OAKLAND AIRPORT CONNECTOR PROJECT
Proposed Project Fact Sheet

Description

The proposed Oakland Airport Connector (OAC) project is a 3.2-mile Automated Guideway Transit (AGT) connection from the Coliseum BART Station to a new station at the Oakland International Airport (OAK). The proposed project would operate in an exclusive right-of-way on a dual lane guideway elevated along its entire length, except for a short tunnel beneath the Airport Drive/Doolittle Drive interchange and an at-grade segment in the vicinity of the North Field runways. Two intermediate BART stations would be located at Hegenberger Road at Edgewater Road and at Hegenberger Road near Doolittle Drive. These locations will support the City's efforts to revitalize Hegenberger Road. Fares would be collected at the Oakland Airport BART station and the intermediate BART stations, allowing for a seamless transfer between BART and the OAC project.

The project was developed through a collaborative partnership between BART, the City of Oakland and the Port of Oakland.

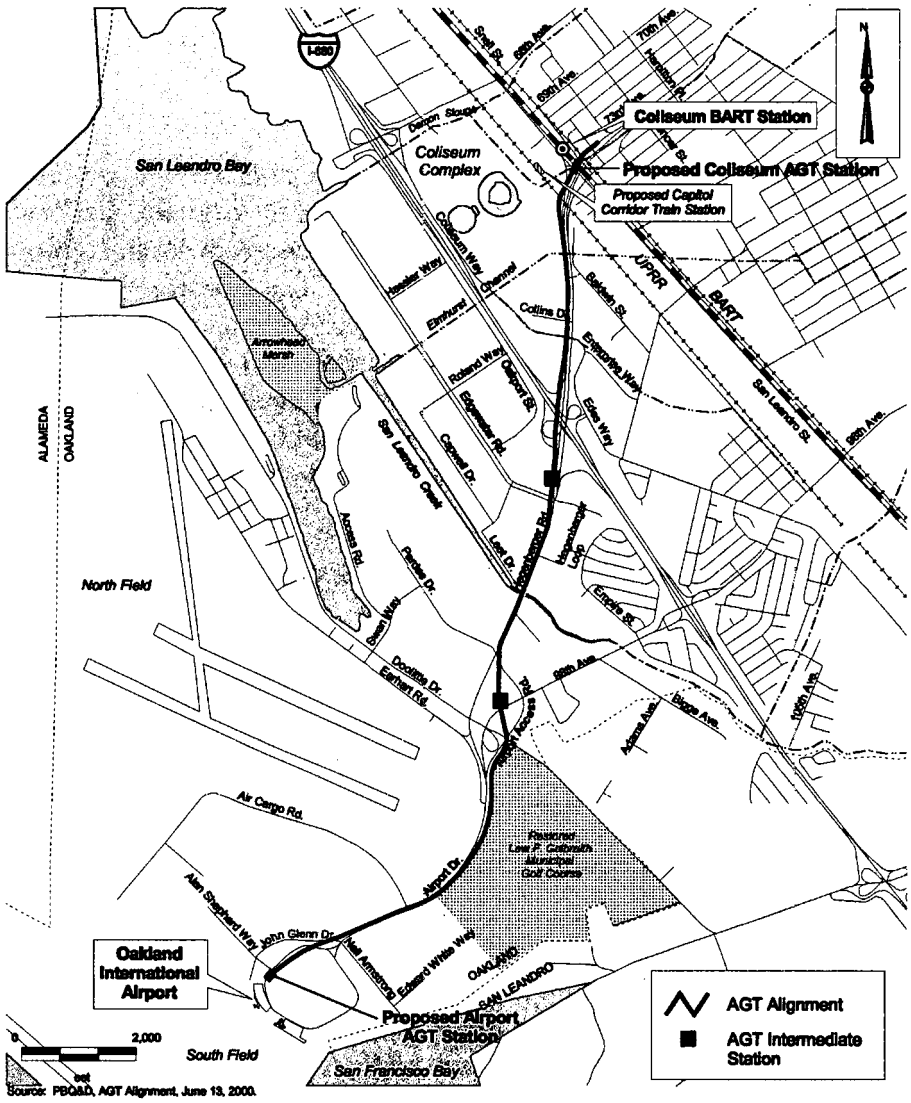
Benefits

The proposed AGT project will provide travelers with a reliable transit alternative to traffic congestion on I-880 and Hegenberger Road. The benefits of the proposed project include:

- Provides a convenient and reliable alternative to traffic congestion.
- Utilizes existing BART train capacity.
- Serves the 17,000 jobs forecasted for Oakland International Airport in 2020.
- Expands transit capacity to serve growth in air travel demand at OAK from 9.8 million annual passengers in 1999 to 24.7 million annual passengers in 2020.
- Expected to capture 13.2% of all airport passengers, allowing OAK to attain one of the highest airport transit access mode shares in the county.
- Provides frequent headways of 3.5 minutes
- Provides a fast and reliable transit connection with an in-vehicle travel time 8.2 minutes and a total trip time (including transferring, waiting and walking to the terminal) of 11.2 minutes.
- Projected to carry 13,540 average daily passengers in 2020.
- Designed to accommodate peak season airport travel demand of 19,900 daily transit trips.
- Projected to transport 4,943,900 annual passengers.
- Estimated to have fares pay for all operating and maintenance costs.

Funding

The estimated capital cost for the proposed AGT system is $232 million (in $2001). Capital expenses for the proposed project are expected to be met by a combination of Alameda County transportation sales tax revenues (Measure B), airport revenues and state and regional funds. The funding plan consists of the following sources: $76 million in voter approved funds pursuant to Measure B (2001 dollars), $25 million from the Port of Oakland, $31 million in bridge tolls, $88 million in regional and state funds, and $12 million from the City of Oakland.



Next Steps

If the BART Board of Directors adopts the proposed project, and once funding has been secured, the proposed schedule is as follows:

- Complete Preliminary Engineering — July 2003
- Advertise Design-Build Contract — July 2003
- Award Design-Build Contact — February 2004
- Begin Revenue Service — 2008

BART MAKING THE CONNECTION OAK International Airport

Oakland Airport Connector

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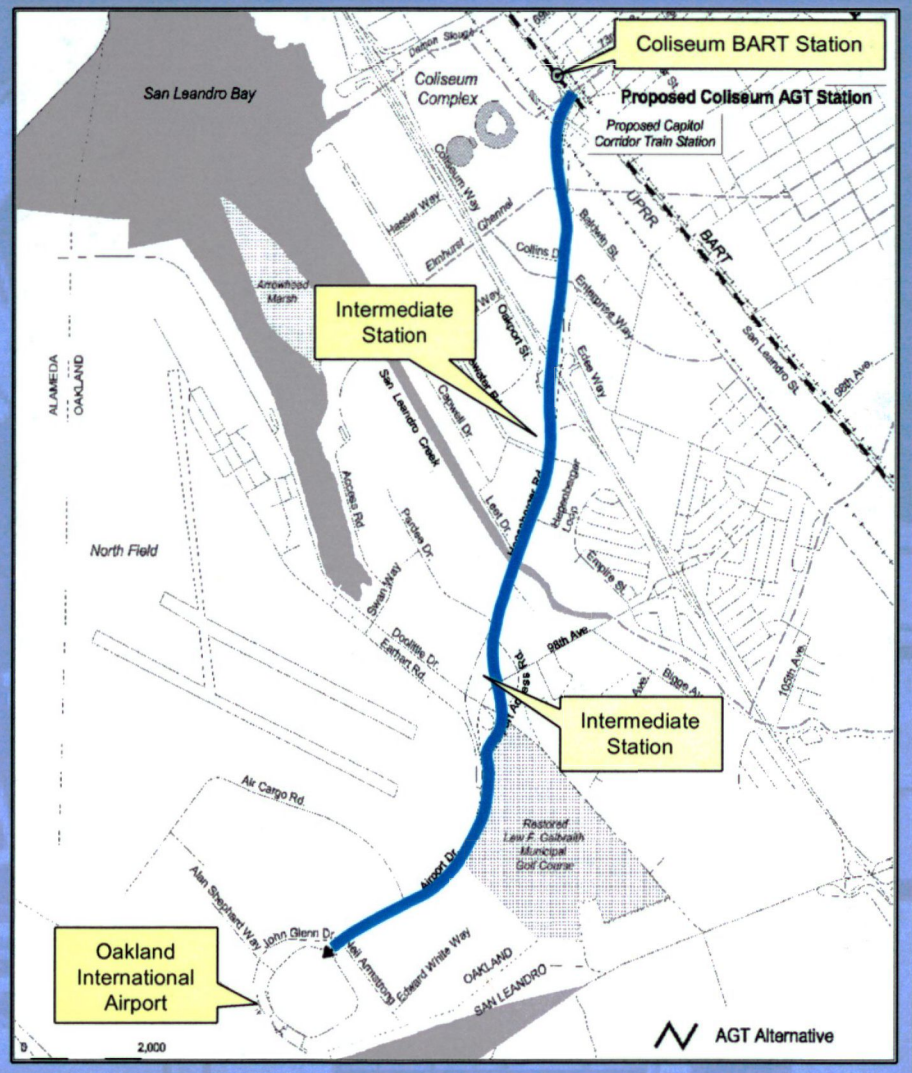

FACT SHEET

BART – Oakland International Airport Connector project approval and EIR/EIS certification by BART Board

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1. Certified the Final Environmental Impact Report.
2. Adopted the Recommended Project, defined as the Preferred Alternative in the Final Environmental Impact Report/Final Environmental Impact Statement.
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***

Contact: Marilyn Sandifur
Media/Public Relations Manager
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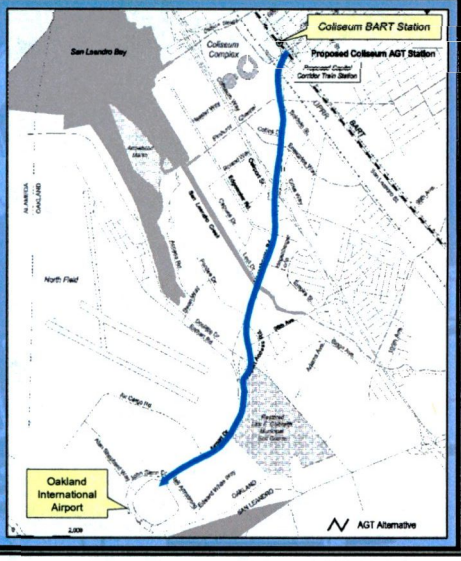
MAKING THE CONNECTION

BART-Oakland International Airport Connector

Making the Connection to Oakland International Airport



BART Board Meeting
March 28, 2002

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Context for Today's Meeting

- March 14: OAC Workshop
- March 19: Board Receives FEIR
  1) DEIR/DEIS
  2) Responses to Comments
- March 28: Board Requested to:
  1) Certify FEIR
  2) Adopt a Project
  3) Adopt CEQA Findings, and Mitigation Monitoring & Reporting Plan
  4) Authorize Real Estate Acquisition (as appropriate)

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Agenda

- Project History
- Environmental Analysis
  - Alternatives Considered
  - Comparison of Alternatives
  - Proposed Project
- BART Framework for System Expansion
- Next Steps
- Requested Board Actions

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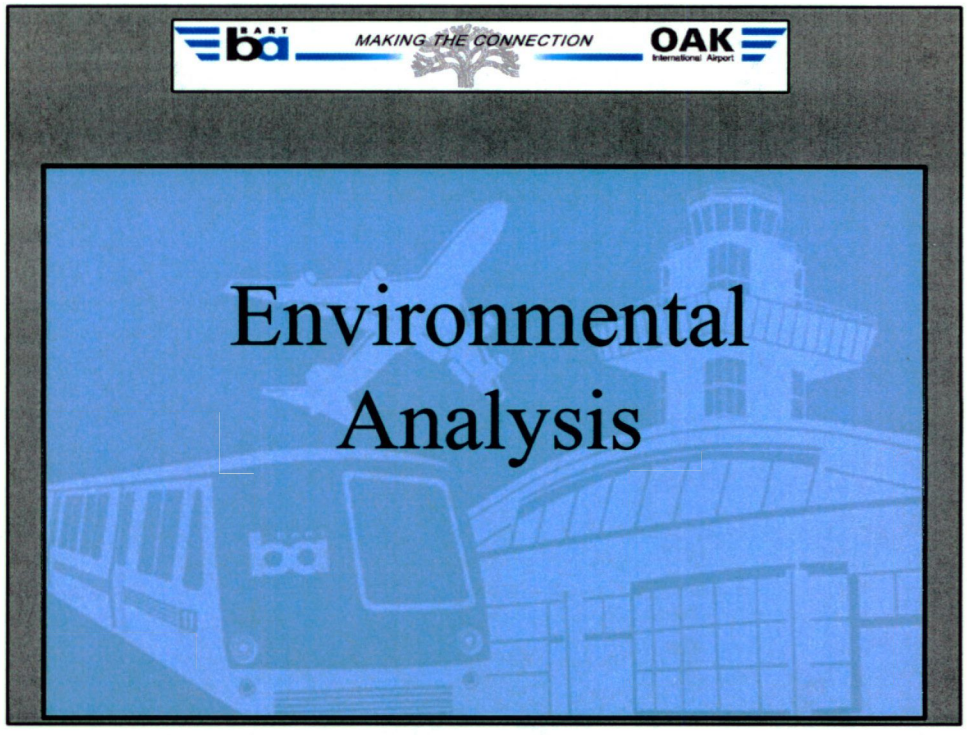
Project History

- 1970: Phase I Transit Access Feasibility Study for Oakland Airport Access Task Force (OAATF) (Kaiser Engineers)
- 1975: Phase II Oakland Airport Transit Access Project (Kaiser Engineers)
- 1979: Oakland Airport Transit Connector Working Paper Preliminary Design and Engineering Phase (DeLeuw, Cather & Co.)
- 1981: Oakland Airport Transit Connector Draft EIS (UMTA)
- 1993: Project Update Report: BART-Oakland Airport Intermodal Connector Project (BART, Port of Oakland)


BART
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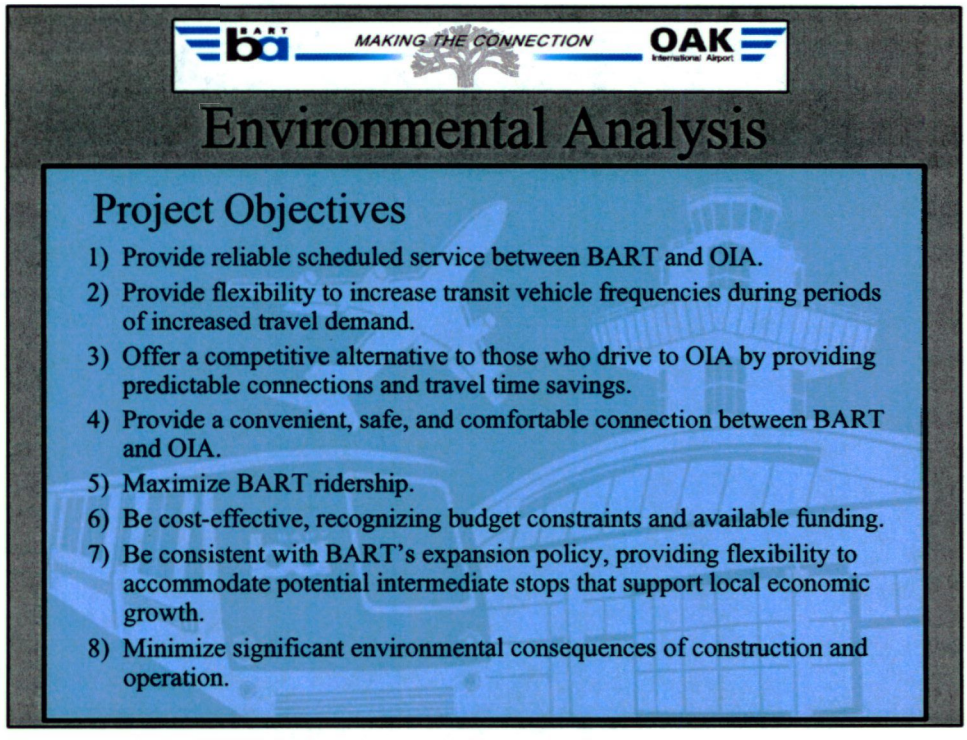
OAK
International Airport
Environmental Analysis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OAK
International Airport
Environmental Analysis
Project Objectives
1) Provide reliable scheduled service between BART and OIA.
2) Provide flexibility to increase transit vehicle frequencies during periods of increased travel demand.
3) Offer a competitive alternative to those who drive to OIA by providing predictable connections and travel time savings.
4) Provide a convenient, safe, and comfortable connection between BART and OIA.
5) Maximize BART ridership.
6) Be cost-effective, recognizing budget constraints and available funding.
7) Be consistent with BART's expansion policy, providing flexibility to accommodate potential intermediate stops that support local economic growth.
8) Minimize significant environmental consequences of construction and operation.

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Environmental Analysis

Oakland International Airport Users by Area of Residence (Nov. 2000)

Passenger residence		% of total airport users
Oakland	6.2%	
Tri-Valley	4.5%	
Alameda		25.2%
Contra Costa		18.2%
Other Bay Area		13.4%
Bay Area Total		**56.8%**
Other Northern California Counties		**2.8%**
Southern California Counties		**15.2%**
Other California counties		**1.5%**
Other U.S.		**23.7%**
Total		**100.0%**

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Environmental Analysis

Regional Connections

- BART
- Capitol Corridor
- Oakland International Airport

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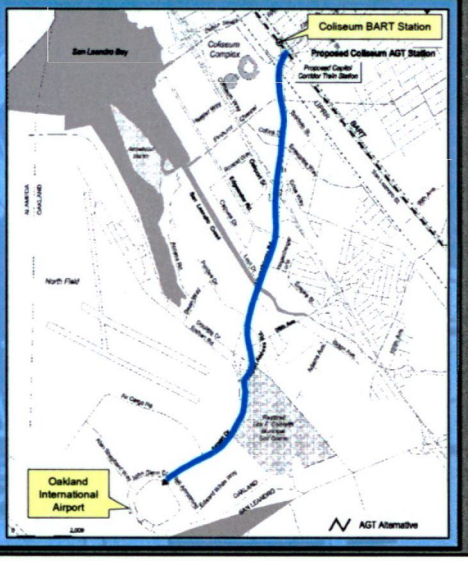
Environmental Analysis

Project Study Area: Hegenberger Corridor

- Transportation
- Regional Commercial
- "Gateway to Oakland"



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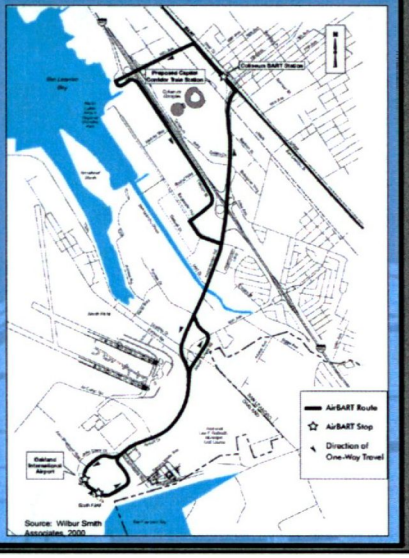
Environmental Analysis

- No Action (AirBART)



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Environmental Analysis

Quality Bus (QB)

Components Considered:

- Seamless Transfer
- Exclusive Bus Lane
- Bus Guideway
- Intermediate Stations
- Signal Preemption
- Enhanced Buses

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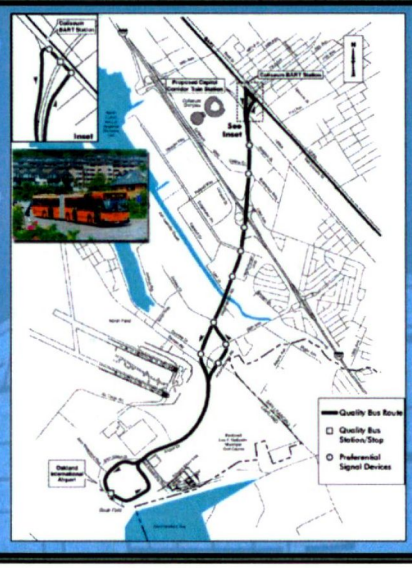
Environmental Analysis

Quality Bus (QB)

Components Included:

- Seamless BART Transfer
- Exclusive Bus Lane @ Airport
- Signal Preemption
- Enhanced Buses



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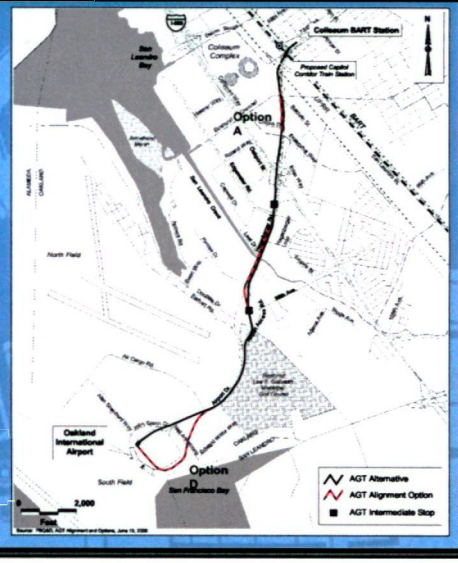
Environmental Analysis

Automated Guideway Transit (AGT)

Components Included:

- Seamless BART Transfer
- Exclusive Aerial Guideway
- Intermediate Stations



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Environmental Analysis

Examples of AGT Technologies

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Environmental Analysis

Performance and Environmental Comparison of Project Alternatives - 2020

Features	No Action	QB Alternative	Preferred Alternative
Ridership and Service			
Average Daily Ridership	3,340	6,030	13,540
Annual Ridership	1,219,100	2,200,950	4,943,900
Peak Day (Friday) Daily Ridership	4,910	8,860	19,900
Mode Share of Local Air Passengers	5.1%	8.8%	13.2%
Peak Period Headway (in minutes)	5	4	3.5
Average Total Trip Time between BART and OIA (in minutes)	24.5	20	11.2
Capital Costs (million 2001$)	0.39	30.2	229.6

Source: EIP, Table 2.3-1 FEIR/FEIS

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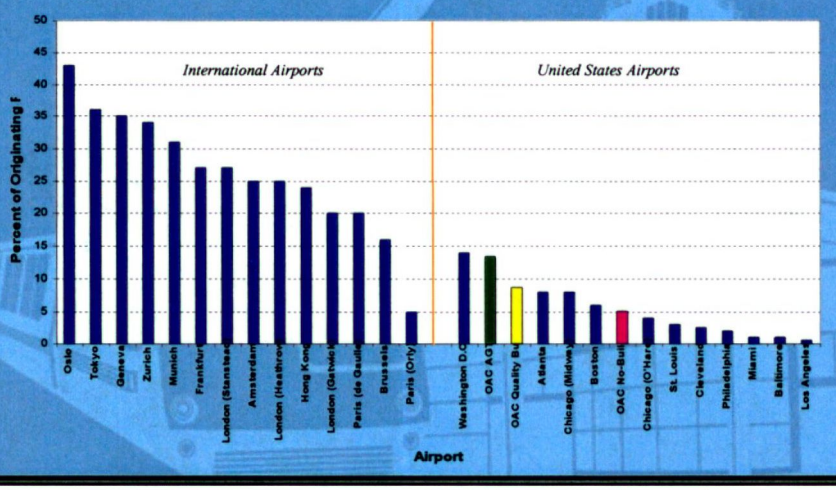
Environmental Analysis

Airport Rail Access Mode Share



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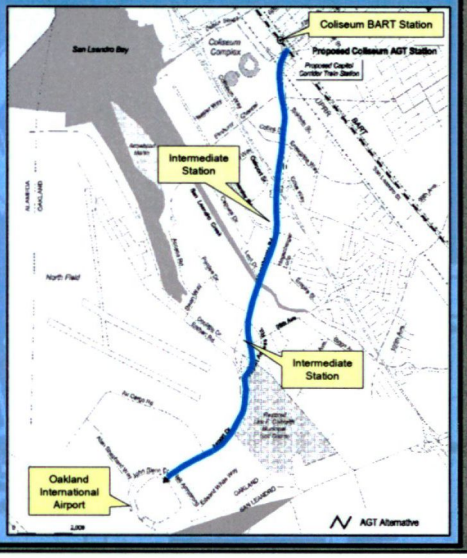
Environmental Analysis

Proposed Project

- 3.2-Mile Automated Guideway Transit with two intermediate stations, Option A Alignment, and Straight-In Alignment at Airport
- Total Travel Time: 11.2 min.
- 2020 Ridership (trips)
  - Annual: 4.9 million
  - Average Daily: 13,540
  - Peak Day: 19,900



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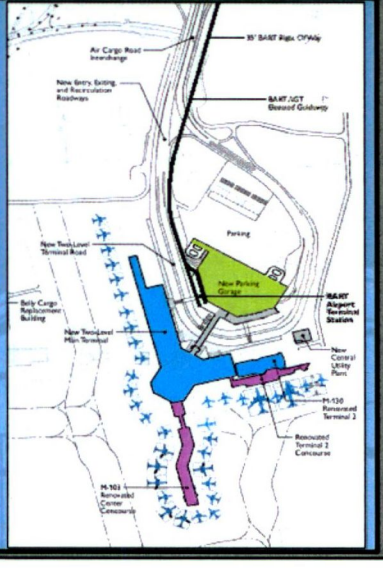
Environmental Analysis

Alignment at Airport: Straight-In vs. Option D

- Straight-In Alignment Proposed
- Avoids Wetlands Impacts
- Enhances Customer Experience
- Reduces Travel Time
- Minimizes Costs
- Boosts Transit Image



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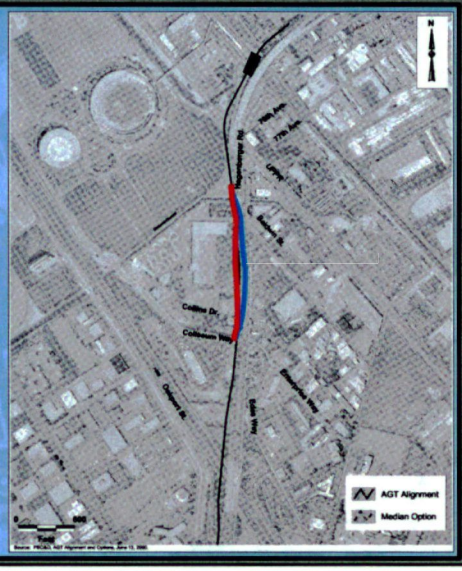
Environmental Analysis

North Hegenberger: Option A vs. Median

- Option A Proposed, however
  - Both Options Environmentally Evaluated in FEIR/FEIS
  - BART to Work Closely with City of Oakland on this Portion of the Alignment
  - Next Phase of Analysis (PE) to Provide Additional Detail
  - Any Alignment Modifications Will Be Brought to BART Board



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Environmental Analysis

Significant and Unavoidable Impacts

1) Visual Compatibility - Project
2) Energy - Project
3) Construction Related Noise
4) Construction Related Vibration
5) Cumulative - Visual Compatibility
6) Cumulative - Energy
7) Cumulative -Traffic Noise
8) Cumulative - Construction Traffic
9) Cumulative - Construction Noise


BART
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OAK
International Airport
Framework for
System Expansion


BART
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OAK
International Airport
Framework for System Expansion
Goals
• Enhance regional mobility, especially access to jobs.
• Generate new ridership on a cost-effective basis.
• Demonstrate a commitment to transit-supportive growth and development.
• Enhance multi-modal access to the BART system.
• Develop projects in partnership with communities that will be served.
• Implement and operate technology-appropriate service.
• Assure that all projects address the needs of the District's residents.
adopted 12/2/99

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Regional Mobility

Access to Jobs & Regional Destinations

- 17,000 Jobs at OAK in 2020
- Annual Passenger Trips at Oakland International Airport Projected to Increase:
  - 1999 - 9.2 Million
  - 2020 - 24.7 Million

Transit Reliability

2020 Ridership for Proposed Project

- Annual Trips: 4.9 Million
- Average Daily Trips: 13,540
- Peak Day Trips: 19,900

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Cost-Effectiveness

- AGT: $6.25 per New Rider
- Ranked "High" in MTC RTEP
- Farebox Revenue from New Ridership Projected to Cover Operating Costs

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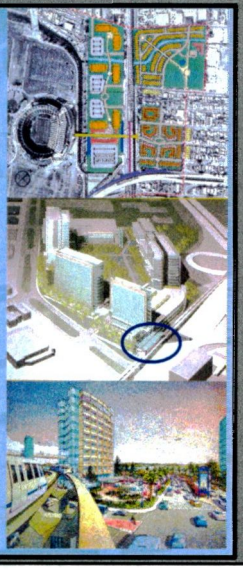
Transit Supportive Growth

- Coliseum BART Station
  - BART, City of Oakland, Oakland Housing Authority
  - Concept Plan Recommends:
    - Residential Uses East of Station
    - Commercial Office/Retail West of Station
    - Conducting Further Analysis
- Edgewater Station
  - MetroPort (being studied by City)
    - 23 acre parcel owned by Port of Oakland
    - 1.3 million square feet Class A office space
    - 16-story, 300 room hotel
    - 25,000 square feet of retail
    - Conference center
- Doolittle Station
  - Potential hotel site
  - Hegenberger Gateway Design concept



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Multi-Modal Access

- Provides Enhanced Access to BART System
- Allows Travelers to have Car-Free Visit to Bay Area
- Provides Regional Gap Closure by Linking BART and Capitol Corridor with Airport
- Enhances Pedestrian Destinations at Intermediate Stations

Partnerships with Communities

Community Outreach

- Community Meetings (over 25)
- Environmental Meetings
  - Public Scoping/Open House: Nov. 1999
  - DEIR/DEIS Hearing: Sept. 2001
- Stakeholder Meetings
- Station Area Planning Meetings
- Station Area Improvement Task Force
- Crime Prevention Through Environmental Design
- Project Development Team
- Newsletters
- BART Web Site

Technology Appropriate Service

- Transit Phasing: Success of AirBART Highlights Opportunity to Expand Transit Mode Share in this Market
- Evaluated Non-BART Transit Alternatives:
  - Quality Bus
  - Automated Guideway Transit
- AGT Optimizes Capacity, Reliability, and Headways (3.5 Minutes)

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Needs of District Residents

Proposed Project:

- connects to East Bay's International Airport;
- utilizes Existing BART Capacity;
- complements Core BART System Headways;
- is Cost-Effective; and
- covers Operating Costs.

MAKING THE CONNECTION

Framework for System Expansion

Goals

- ✓ Enhance regional mobility, especially access to jobs.
- ✓ Generate new ridership on a cost-effective basis.
- ✓ Demonstrate a commitment to transit-supportive growth and development.
- ✓ Enhance multi-modal access to the BART system.
- ✓ Develop projects in partnership with communities that will be served.
- ✓ Implement and operate technology-appropriate service.
- ✓ Assure that all projects address the needs of the District's residents.

adopted 12/2/99

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Next Steps

Proposed Project Schedule

• Draft EIR/EIS	July 2001
• Board Action	March 2002
• Complete PE/Proc Docs	July 2003
• Advertise Design-Build Contract	July 2003
• Award Design-Build Contract	February 2004
• Revenue Service	2008

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Next Steps

Proposed Funding Plan

(in Millions of 2001$)

SOURCE	AMOUNT	STATUS
Alameda County Measure B	$ 75.0	Voter approved
STIP	$ 5.5	CTC approved
Port of Oakland	$ 25.0	Committed
Future STIP	$ 38.0	Planned; $15 M pending
ITIP	$ 45.0	Application pending
Bridge Tolls (RM-1)	$ 31.5	RTP Track 1
City of Oakland	$ 12.0	Planned
TOTAL	**$232.0**	

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Requested Board Actions

- March 28: Board Requested to:
  1) Certify FEIR
  2) Adopt a Project
  3) Adopt CEQA Findings, and Mitigation Monitoring & Reporting Plan
  4) Authorize Real Estate Acquisition (as appropriate)

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Oakland Airport Connector