

BART Oakland Airport Connector ACTIA 3



Project Sponsor:

San Francisco Bay Area Rapid Transit District (BART)

ACTIA Project Contact:

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Project Description:

This project provides a transit link between BART, Amtrak and the Oakland International Airport. The 3.2-mile Automated Guideway Transit (AGT) system will operate in an exclusive right-of-way and will connect the BART Coliseum station to the Oakland International Airport.

Project Status Report

The Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) was certified and adopted in March 2002. An addendum to the FEIS/FEIR was issued in 2007. In February 2009, the BART Board approved \$70 million in American Recovery and Reinvestment Act Funds (ARRA) for OAC, contingent upon securing a full funding plan by June 30, 2009 and awarding a construction contract by the end of 2009. BART secured approvals for the full funding plan by June 30, 2009 and reissued the Request for Qualifications/Request for Proposal (RFQ/RFP) with modified design specifications for a public/private partnership as a Design/Build/Operate/Maintain (DBOM) contract. The City of Oakland passed a resolution in support of the project in October 2009 and the Port of Oakland authorized staff to execute a Development Agreement with BART in December 2009. On December 10, 2009 BART awarded the contract to the Flatiron/Parsons Joint Venture for \$361 million (13% below the Engineer's Estimate) contingent upon approval of ARRA funds from the Federal Transit Administration (FTA). On December 29, 2010, the Federal Aviation Administration (FAA) approved a Record of Decision (ROD) for the project. On January 16, 2010, the FTA issued a letter to BART indicating the project had Title VI deficiencies. On January 27, 2010 the MTC passed a resolution giving BART until February 16, 2010 to outline an action plan to remedy Title VI deficiencies or the \$70 million in ARRA funds would be redirected to transit preventive maintenance throughout the region. On February 12, 2010, the Federal Transit Administration (FTA) informed BART that their Title VI action plan was rejected, resulting in the loss of the \$70 million of ARRA funds. A new full funding plan was presented to the BART Board at their July 22, 2010 meeting with replacement funding identified for the ARRA funds. The DBOM contract has been awarded and the NTP issued to the contractor.

Recent Activities:

- BART awarded the DBOM contract in September 2010.
- A Notice to Proceed (NTP) was issued in November 2010.
- The BART and contractor teams have mobilized on site and preconstruction activities are underway.

Upcoming Activities:

- Physical construction is ramping up
- The project funding agreements will be updated to reflect actual contract negotiations.

Project Issues:

Issue	Action Plan
No issues identified at this time.	

Project Cost/Funding (\$ x 1,000)

Cost Estimate by Phase	
Scoping	\$ 0
PE/Environmental	\$ 3,800
Final Design (PS&E)	\$ 13,132
Right-Of Way	\$ 12,297
Utility Relocation	\$ 3,140
Design/Build	\$ 451,742
Equipment Purchase	\$ 0
Total	\$ 484,111

Funding	
Measure B	\$ 89,052
Federal	\$ 130,725
State	\$ 78,866
Regional	\$ 146,199
Local	\$ 39,269
Other	\$
Total	\$ 484,111

Federal Funding Includes: Federal New Starts - \$25 million; TIFIA - \$105.725 million

State Funding Includes: STIP - \$40.665 million; SLPP - \$20 million; Prop 1B - \$12.801 million; California HSR - \$5.4 million

Regional Funding Includes: RM2 - \$115.2 million; RM1 - \$31 million

Local Funding Includes: Port of Oakland - \$29.269 million (plus \$14.3 million included in TIFIA loan); BART Capital - \$10 million

Project Schedule by Phase

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/ Environmental	08/98 - 07/02									
Final Design (PS&E)	07/02 - 05/09	—————								
Right-of-Way	07/02 - 02/10	—————								
Construction (DBOM)	09/10 - 12/13					—————				
Testing/Revenue Service	01/14- 06/14									—

