

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/Environmental Impact Report (EIS/EIR) was certified and adopted in March 2002. An addendum to the Final Impact Statement/Environmental Impact Report (FEIS/FEIR) was issued in 2007. The deadline for submission of a proposal for the initial Design/ Build/Operate/Maintain/Finance (DBOMF) process expired at the end of October 2008 without a bid submission. 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 RFQ/RFP with modified design specifications for a public/private partnership as a Design/ Build/Operate/Maintain (DBOM). Bids were received on September 22, 2009 and award of the contract occurred in December 2009. BART has completed agreements with the City of Oakland, Caltrans, Port of Oakland, and Union Pacific Railroad.

Recent Activities:

- Four proposals for the DBOM contract were received on September 22, 2009 from the four pre-qualified teams. The teams and their vehicle suppliers are: Flatiron/Parsons Joint Venture with Doppelmayer Cable Car; Kiewit Pacific Company with Bombardier Transportation; Shimmick/Skanska/Herzog Joint Venture with Leitner-Poma of America, Inc.; and Walsh Construction with Mitsubishi Heavy Industries America, Inc.
- The Oakland City council passed a resolution in support of the project on October 6, 2009.
- On December 8, 2009, the Oakland Port Commission authorized staff to execute the Development Agreement with BART.
- On December 10, 2009, the BART Board approved the award of the design build contract to the Flatiron/Parsons JV, contingent upon the receipt of FTA approval of federal stimulus and New Starts Funds. The contract is for \$361 million (\$55 million or 13% below the Engineer's Estimate). The contractor committed to 20% DBE participation exceeding the 16% MBE and 20% WBE targets.
- In December the FAA approved the use of PFC funds for the OAC project pending approval of the FAA project.

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Upcoming Activities:

- BART staff is working with FTA to address outstanding issues related to the release of federal funds. Once this is completed, the contract documents can be executed.

Project Issues:

Issue	Action Plan
Ensuring project can be delivered within available funding plan.	Monitor bid process, and work with BART on project cash flow.

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

Cost Estimate by Phase	
Scoping	\$ -
PE/Environmental	\$ 3,800
Final Design (PS&E)	\$ 13,130
Right-of-Way	\$ 11,800
Utility Relocation	\$ 3,120
Construction	\$ 467,150
Equipment Purchase	\$ -
Total	\$ 499,000

Funding	
Measure B	\$ 89,052
Federal	\$ 166,483
State	\$ 53,465
Regional	\$ 146,200
Local	\$ 43,800
Other	
Total	\$ 499,000

Federal Funding Includes: Federal P5 - \$25 million; ARRA - \$70 million; TIFIA - \$71.483 million

State Funding Includes: STIP - \$20.665 million; SLPP - \$20 million; Prop 1B - \$12.8 million

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

Local Funding Includes: Port of Oakland - \$43.8 million

Project Schedule by Phase

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

