

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. In May 2007, BART issued a Request for Proposals (RFP) to three pre-qualified teams for the Design/Build/Operate/Maintain/Finance (DBOMF) process. The deadline for submission of a proposal for the DBOMF process expired at the end of October 2008 without a bid submission. BART is recommending reissuing the RFP with modified design specifications for a public/private partnership as a DBOM. BART has completed agreements with the City of Oakland, Caltrans and Union Pacific Railroad.

Recent Activities:

- On February 25, 2009, the Metropolitan Transportation Commission (MTC) approved \$70 million in American Recovery and Reinvestment Act (ARRA) funds for OAC. This authorization is contingent upon securing full funding for the project by June 30, 2009.
- ACTIA granted BART a one-year extension (to April 1, 2010) of the ACTIA full funding deadline in March 2009.
- The BART Board, at its April 23, 2009 meeting, certified the \$50 million in savings from the Transbay Seismic Retrofit Project and requested MTC to redirect the savings to the OAC Project. They also authorized staff to apply for the \$70 million in ARRA funds.
- On May 14, 2009, the BART Board authorized application of a TIFIA loan of up to \$150 million.
- On June 10, 2009, the MTC held a hearing to reassign RM2 funds from the BART Tube Seismic Strengthening to the OAC.
- On June 16, the Oakland Port Commission authorized staff to submit an application to the Federal Aviation Administration (FAA) for use of Passenger Facility Charges (PFC) funds for the OAC. This was the final action to achieve a full funding plan.

Upcoming Activities:

- An RFQ/RFP was released on May 20, 2009 and Qualification Statements were received on June 17, 2009. BART will select a list of pre-qualified teams in July.
- Renegotiation of expired temporary construction easements will be initiated.

Project Issues:

Issue	Action Plan
Caltrans is requesting that BART purchase the GMAC parcel, which was originally planned as an easement purchase.	BART is continuing negotiations with Caltrans.
BART must develop a full funding plan by June 30, 2009.	Final action as completed by the Port on June 16, 2009.

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	\$ 44,000
Other	
Total	\$ 499,200

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)	06/10 - 06/13					█			
Testing/ Revenue Service	07/13 - 12/13								█

