

## MEMORANDUM

**TAB 69**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** June 28-29, 2023

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 2.6s.(16), Action Item – **YELLOW MEETING HANDOUT**

**Prepared By:** Kyle Gradinger, Chief  
Division of Rail and Mass Transportation

**Subject:** ALLOCATION AMENDMENT FOR A SENATE BILL 1 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM PROJECT RESOLUTION SCCP-A-2223-12 AMENDING RESOLUTION SCCP-A-2223-11

### **ISSUE:**

Should the California Transportation Commission (Commission) approve an allocation amendment for the Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract Transit project (PPNO 2010F), in Alameda County, to correct the project description and expenditure authorization number?

### **RECOMMENDATION:**

The California Department of Transportation recommends the Commission approve an allocation amendment for the SB 1 SCCP MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract Transit project (PPNO 2010F), in Alameda County, to correct the project description and expenditure authorization number.

### **BACKGROUND:**

In May 2023, the Commission approved Resolution SCCP-A-2223-11, to allocate \$14,850,000 for the Construction (CON) phase of the MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract Transit project (PPNO 2010F). The awarded scope of work for the MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract Transit project included the installation of new surface mounted train control raceways, associated cables, and interlock switches along the K Line. However, the original vote box contains errors in the project description and the San Francisco Bay Area Rapid Transit District (BART) has requested revisions to provide flexibility in contracting out each location (K23, K25, and K35) separately.

*“Provide a safe and reliable transportation network that serves all people and respects the environment.”*

There are no changes to the original scope of the project. BART will deliver the project as agreed to in the approved baseline agreement. Furthermore, the expenditure authorization number listed in the original vote box is already in use. Therefore, the vote box must be amended to reflect the updated expenditure authorization number. The proposed changes are reflected in strikethrough and bold on the attached vote box.

**FINANCIAL RESOLUTION:**

Be it resolved, the MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract Transit project (PPNO 2010F) is hereby amended to correct the project description and expenditure authorization number in accordance with the attached revised vote box. There is no change to the original allocation amount.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.6s.(16)</b>	<b>Allocation Amendment - S CCP Transit Project</b>		<b>Resolution S CCP-A-2223-12 Amending Resolution S CCP-A-2223-11</b>	
1 \$14,850,000 San Francisco Bay Area Rapid Transit District <u>MTC</u> 04-Alameda	<b>BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract.</b> <del>In the city of Oakland.</del> The <b>MacArthur/Downtown Oakland Interlock Upgrade Contract</b> will be implemented at MacArthur and Downtown Oakland BART stations, and will affect service through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties. The <b>MacArthur/Downtown Oakland Interlock Upgrade Contract</b> includes installation of new surface mounted train control raceways and associated cables to new Switch Power Supply Cabinets (SPSC) and associated interlock switches will be designed along the K Line from MacArthur Train Control Room to Interlocking K23, K25 <del>and or</del> K35. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	04-2010F SCCP/21-22 CONST \$14,850,000 0423000275 S  <del>T461GB</del> <b>T461GC</b>	2021-22 109-0042 SHA 30.10.030.100	\$14,850,000
	<p><u>Outputs</u> _____ <u>Unit</u> <u>Total</u> Intersection/Signal improvement(s) Each 1</p> <p>CEQA - CE, 11/17/2016 NEPA - CE, 9/14/2017</p> <p>Time Extension for FY 21-22 CONST expires on June 30, 2023.</p> <p>As part of this request the local agency is requesting an additional 6 months, beyond the TUF policy, to award a third party contract for the project.</p> <p><b><u>Amend Resolution S CCP-A-2223-11 to correct the project EA from T461GB to T461GC and correct the project description. No change to the original allocation amount.</u></b></p>			