

California Transportation Commission
ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT ADDENDUM

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☒ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement Addendum (Addendum) for the BART Train Control Modernization Program (CBTC) effective on 4/28/2025 made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the San Francisco Bay Area Rapid Transit District, and , sometimes collectively referred to as the “Parties”.

3. GENERAL PROVISIONS

3.1 The parties are entering into this Project Baseline Agreement Addendum to document minor adjustments as approved by the Commission. This Form and attached documents hereto will formally document any authorized modifications. This may include a revised Project Report, revised Project Funding Plan, minor change of Project Scope, and/or Project Programming Requests. Adjustments reserved for the Addendum are not considered significant enough to initiate a Baseline Agreement Amendment.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible and no further adjustments are known or foreseen.

3.3 The undersigned Project Applicant acknowledges the Baseline Agreement is still in full effect and this Addendum does not replace the original approved Baseline Agreement.

Modification: (Please attach an additional page if additional space is needed.)

This addendum is requesting to archive PPN0 2010G as this project is already assigned to PPN0 CP055Y under TIRCP. Additionally, an updated funding plan has been developed to address the cost increase associated with the project.

Justification: (Please attach an additional page if additional space is needed.)

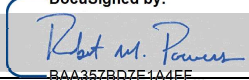
BART's Train Control Modernization Program - Communications Based Train Control project was inadvertently assigned two seperate PPNOs - 2010G for SCCP and CP055Y for TIRCP, despite being for the same initiative. This addendum is required to update PPN0 2010G to CP055Y to match the TIRCP programing and allocation vote box, approved in August 2024.

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT ADDENDUM

Project Name **BART Train Control Modernization Program (CBTC)**

Resolution **Resolution SCCP-P-2122-03BA**

(to be completed by CTC)

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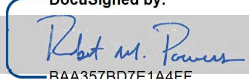
4/30/2025

Date

General Manager

San Francisco Bay Area Rapid Transit District

Project Applicant

DocuSigned by:

BAA357BD7E1A4FF...

4/30/2025

Date

General Manager

San Francisco Bay Area Rapid Transit District

Implementing Agency



08/26/2025

Date

Angel Pyle

SB 1 Program Manager

California Department of Transportation


Mathew Yosgott (Oct 2, 2023 12:54:14 PDT)

10/02/2025

Date

Mathew Yosgott

Deputy of SB 1 Programming

California Transportation Commission



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2024

February 4, 2025

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RE: D04 CP055Y (2010G)

Dear Ms. Taylor,

I hope this message finds you well.

I am writing to inform you of recent modifications to the allocations for the project. Specifically, the original Project 2010G and CP055Y have been combined into a single project. These PPNOs are related to BART's Train Control Modernization Program - Communication Based Train Control. They were inadvertently assigned two separate PPNOs – 2010G for SCCP and CP055Y for TIRCP, despite being for the same project.

This addendum is requesting to archive PPNO 2010G as this project is already assigned to PPNO CP055Y under the TIRCP.

Additionally, the funding plan has been updated in the ePPR to reflect the cost increase and the additional TIRCP funding which was allocated August 2024. The original SCCP Baseline Agreement was approved on May 13, 2021. This component does not have any SCCP funding programmed but is part of the BART Train Control Modernization Program baseline agreement. Other than the cost increases, there is no change to scope, schedule, outputs, or outcomes.

Please feel free to reach out if you have any questions or need further details regarding these changes.

Thank you for your attention to this matter.

Sincerely,

Richard Fuentes

Richard Fuentes
Manager of Special Projects, Funding Strategy
RFuente@bart.gov

Amendment (Existing Project) ☒ YES ☐ NO						Date	02/04/2025 10:50:26
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
04			CP055Y	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Francisco County				Metropolitan Transportation Commission			
Contra Costa County				MPO	Element		
Alameda County				MTC	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
Nikki Foletta			510-874-7346	nfolett@bart.gov			

Project Title

BART Train Control Modernization Program - Communication Based Train Control (CBTC) Contract

Location (Project Limits), Description (Scope of Work)

In Alameda and San Francisco counties. The CBTC Contract will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is located in Alameda and San Francisco counties. The CBTC Contract will replace the existing train control system with a new communications-based train control system, allowing BART to achieve the shorter headways needed to operate more regularly scheduled trains through the Transbay Corridor. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.

Component	Implementing Agency
PA&ED	San Francisco Bay Area Rapid Transit District
PS&E	San Francisco Bay Area Rapid Transit District
Right of Way	San Francisco Bay Area Rapid Transit District
Construction	San Francisco Bay Area Rapid Transit District

Legislative Districts

Assembly: 16,17,18,19,20,22,25,14,15 Senate: 7,9,10,11,13 Congressional: 17,18,19,5,9,11,12,13,14,15

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2015	08/01/2015
Circulate Draft Environmental Document Document Type CE		
Draft Project Report	08/01/2015	08/01/2015
End Environmental Phase (PA&ED Milestone)	09/01/2017	09/01/2017
Begin Design (PS&E) Phase	09/01/2017	09/01/2017
End Design Phase (Ready to List for Advertisement Milestone)	09/01/2017	09/01/2017
Begin Right of Way Phase	09/01/2017	09/01/2017
End Right of Way Phase (Right of Way Certification Milestone)	09/01/2017	09/01/2017
Begin Construction Phase (Contract Award Milestone)	08/01/2020	08/01/2020
End Construction Phase (Construction Contract Acceptance Milestone)	08/01/2031	08/01/2031
Begin Closeout Phase	09/01/2031	09/01/2031
End Closeout Phase (Closeout Report)	12/01/2031	12/01/2031

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Purpose and Need

BART's Train Control Modernization Program will enable BART to increase the number of trains operating through the Transbay Corridor and Tube. Long term ridership trends at BART require additional capacity, which has long been recognized across the region and documented in studies including the MTC Core Capacity Transit Study. The Train Control Modernization Program will enable BART to operate trains with the shorter headways necessary to deliver more trains per hour and keep the Bay Area moving.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	1

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Additional Information

Communication Based Train Control (CBTC) contract is a design-build contract.

Project Milestones: Right-of-way acquisition milestones are not applicable to the TCMP.

Performance Indicators and Measures: As a transit project, some indicators and metrics listed are not applicable. See the SCCP narrative for more information on Performance Indicators and Measures.

PPNO 2010G is changed to match the TIRCP PPNO - CP055Y.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	10,000,000,000	-10,000,000,000
			VTM per Capita	0	13.7	-13.7
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	63,543,065	0	63,543,065
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	91.2	89	2.2
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	15.46	18.11	-2.65
			PM 10 Tons	0	16.44	-16.44
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	3,330,494	-3,330,494
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	7.29	504.05	-496.76
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	32.91	-32.91
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	16.86	12,046	-12,029.14
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	135.45	742.46	-607.01
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	14.7	76.9	-62.2
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.00006	0.00006	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	66.7	3,162.8	-3,096.1
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.0029	0.0029	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	3,336	1,924	1,412
	Optional	Number of Destinations Accessible by Mode	Number	0	0	0
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	33	33	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	12,540	0	12,540
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.6	0	1.6

District	County	Route	EA	Project ID	PPNO
04	San Francisco County, Contra Costa County, Alameda County				CP055Y
Project Title					
BART Train Control Modernization Program - Communication Based Train Control (CBTC) Contract					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									San Francisco Bay Area Rapid Trans
PS&E	12,129							12,129	San Francisco Bay Area Rapid Trans
R/W SUP (CT)									San Francisco Bay Area Rapid Trans
CON SUP (CT)									San Francisco Bay Area Rapid Trans
R/W									San Francisco Bay Area Rapid Trans
CON	1,065,871							1,065,871	San Francisco Bay Area Rapid Trans
TOTAL	1,078,000							1,078,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	12,129							12,129	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,342,871							1,342,871	
TOTAL	1,355,000							1,355,000	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	318,600							318,600	
TOTAL	318,600							318,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	422,000							422,000	
TOTAL	422,000							422,000	

Fund #2:	Local Funds - Bart Revenue (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E	12,129							12,129	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	40,797							40,797	
TOTAL	52,926							52,926	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									BART Capital Allocations
PS&E	12,129							12,129	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	34,871							34,871	
TOTAL	47,000							47,000	
Fund #3:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	309,234							309,234	
TOTAL	309,234							309,234	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									BART Measure RR
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	362,000							362,000	
TOTAL	362,000							362,000	

Fund #4:	FTA Funds - FTA - 5309(b) - New Starts Small Starts and Core (Committed)								Program Code
Existing Funding (\$1,000s)									FTA-TRANSIT
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	397,240							397,240	
TOTAL	397,240							397,240	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	397,000							397,000	
TOTAL	397,000							397,000	
Fund #5:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									30.10.030.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #6:	FTA Funds - ARP CIG Supplemental (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	58,000							58,000	
TOTAL	58,000							58,000	
Fund #7:	FTA Funds - Supplemental CIG (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	40,000							40,000	
TOTAL	40,000							40,000	

Fund #8:	Local Funds - County Transportation Agencies (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Alameda County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	29,000							29,000	
TOTAL	29,000							29,000	

Complete this page for amendments only					Date 02/04/2025 10:50:26
District	County	Route	EA	Project ID	PPNO
04	San Francisco County, Contra Costa County, Alameda County				CP055Y

SECTION 1 - All Projects

Project Background

No change.

Programming Change Requested

Updated funding plan. See proposed funding plan section.

Reason for Proposed Change

The TCMP (CBTC) project cost increase is attributed to approved and pending changes, revised BART labor and professional services support and a reassessment of the contingency needed to complete the work. The updated funding plan covers the cost increase of the project.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No change on schedule.

Other Significant Information

No other significant information.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

PPNO 2010G is changed to match the TIRCP PPNO - CP055Y.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

CP055Y Addendum, SCCP Adjustment Letter, Project Programming Request

Final Audit Report

2025-08-26

Created:	2025-08-26
By:	Fern Baum (s152509@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAiS-9Uoxo8IWvUJU2_BIDLI_9azS1FS10

"CP055Y Addendum, SCCP Adjustment Letter, Project Programming Request" History

-  Document created by Fern Baum (s152509@dot.ca.gov)
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1bps. BART Baseline Agreement - Addendum August 2025

Final Audit Report

2025-10-02

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