

BART Agreement Number: 6M8171

Approval Date: 08/18/21

**Work Plan No. A.02-01 Jacobs CM Oversight Management FY22 & FY23
Scope:**

This project is for the retirement of the legacy fixed block signal control system and replace with a communications-based train control (CBTC) system. The primary business objectives to be met by the CBTC System are the following:

- A. Help the District to achieve a State of Good Repair by eliminating aging and obsolete train
- B. control equipment on the wayside, in equipment rooms and houses and on vehicles, with
- C. associated benefits in terms of improved system reliability/availability and reduced
- D. maintenance costs.
- E. Deliver a step-change increase in line capacity, from 24 to ~30 Trains Per Hour (TPH)
- F. in the Transbay Tube and San Francisco downtown core, to support projected growth in
- G. the District ridership, in cooperation with other improvement programs that are currently
- H. underway or in the planning stages.
- I. Improve District train control system Reliability, Availability and Maintainability (RAM),
- J. while retaining the Safety that District riders have come to trust.
- K. Implement the CBTC System with minimal impacts to ongoing operations, schedule and
- L. within budget; and
- M. Implement a service proven CBTC product with minimal adaptation/new development, to
- N. contain program costs, schedule, and risks.

Prime: Jacobs

Subconsultant	Amount	DBE (Y/N)	SBE (Y/N)
HDR	\$ 476,458	N	N
Gannett Fleming	\$ 379,289	N	N
SEM	\$ 1,186,234	N	Y
Montez	\$ 335,132	Y	Y
Wenhan	\$ 480,224	N	Y
COWI	\$ 141,189	N	N

Total Work Plan Value: \$ 8,557,307