



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: 47000790F2D7463... 12/29/2025 </div>		GENERAL MANAGER ACTION REQ'D: To negotiate and execute a contract with B&C Transit, Inc., to provide design, materials, and installation support to replace the ATO subsystem of the GEALOC ATC system in an amount non-to-exceed \$13,200,000, including all applicable taxes.		
DATE: 11/21/2025		BOARD INITIATED ITEM: No		
Originator/Prepared by: Linda Lee Dept: PM/CM - CBTC Deployment <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: CAB8514B3E8E4E0... 12/23/2025 </div> Signature/Date:	General Counsel <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: F8FD7B3A73E74E8... 12/23/2025 </div> <div style="text-align: center;">[]</div>	Chief Financial Officer <div style="border: 1px solid black; padding: 2px; display: inline-block;"> Signed by: 7D9A7C6E7348456... 12/23/2025 </div> <div style="text-align: center;">[]</div>	District Secretary <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: AFF4529E1F0D45C... 12/29/2025 </div> <div style="text-align: center;">[]</div>	BARC <div style="border: 1px solid black; padding: 2px; display: inline-block;"> DocuSigned by: 8128A2EB2F014F3... 12/23/2025 </div> <div style="text-align: center;">[]</div>

Sole Source Procurement Contract 6M8231 for Replacement of the Automatic Train Operation (ATO) Subsystem of the GEALOC Automatic Train Control (ATC) System (Two Thirds Vote Required)

PURPOSE:

To obtain Board authorization for the General Manager, in accordance with Public Contract Code Section 20227, to execute a sole source contract with B&C Transit, Inc. (B&C Transit) to provide engineering, materials, and installation support to replace the Automatic Train Operation (ATO) subsystem of the GEALOC Automatic Train Control (ATC) system.

DISCUSSION:

The Bombardier GEALOC, an Automatic Train Control System, was commissioned into Revenue Service in 2001 for the W20, W30, W34, W40, and Y10 areas. These GEALOC systems are unique to the W/Y Lines and are not deployed elsewhere within the District. Integration of the GEALOC system into BART's Main Line ATO operation required significant modifications to many systems including BART-specific application software and customized ATO circuit boards.

The GEALOC system incorporates a Non-Vital Sub-System responsible for processing Station ATO and Automatic Routing Functions. This ATO Subsystem is built upon a highly customized Matrix 360 PLC (Programmable Logic Controller) and proprietary Circuit Boards (functioning as the GEALOC ATO CPU Board), specifically engineered to operate within the GEALOC environment on BART's W and Y Lines.

This Sole Source Contract with B&C Transit, a wholly owned subsidiary of KB Signaling, aims to replace the obsolete Matrix 360 PLC ATO system with an iVPI-based ATO system, as well as to supply replacement parts, consistent with systems currently in use at other District locations systemwide.

Public Contract Code Section 20227 provides that the Board may direct the purchase of any supply, equipment, or material without observance of any provision requiring contracts, bids, or notice upon a finding by two-thirds of all members of the Board that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material, in use throughout the District. In addition, Federal Transit Administration (FTA) Circular 4220.1G, Chapter VI, subparagraph 3.i(1)(b) provides that a recipient of FTA funding can make a sole source award under certain circumstances, including where “Patents or Restricted Data Rights,” “Substantial Duplication Costs,” or “Unacceptable Delay” would preclude competitive award to the recipient.

The work of this procurement involves the modification, duplication and replacement of the District’s GEALOC train control systems and parts currently in use at W and Y Lines, and supplied by KB Signaling, which is the only firm that can supply such system modifications and parts due to restricted data rights. The critical nature of this replacement necessitates direct access to and understanding of proprietary and restricted data rights associated with both the in-service VPI ATO software used in other District locations and, crucially, the internal GEALOC Matrix 360 ATO software and communication protocols. KB Signaling has the proprietary data rights to the GEALOC system which is essential to upgrade an obsolete ATO subsystem with iVPI based ATO system and to integrate with existing GEALOC vital subsystems. This proprietary access and knowledge preclude competition. Thus, this procurement complies with the Public Contract Code and FTA Sole Source requirements.

Pursuant to the District’s Disadvantaged Business Enterprise (“DBE”) Program, the Office of Civil Rights is utilizing DBE-neutral efforts for the Sole Source Procurement for Replacement of the ATO Subsystem of the GEALOC ATC System Contract. Therefore, no DBE goal was set for it.

CAPITAL FISCAL IMPACT:

This authorization for \$13,200,000 for contract 6M8231 for Replacement of the Automatic Train Operation (ATO) Subsystem of the GEALOC Automatic Train Control contributes to Fiscal Year 2026 - System Reinvestment planned expenditure amount of \$400,129,780.98.

The table below lists funding assigned since project inception date of 7/11/2025.

Funding Sources				
Project	Project Description	Fund Group	Fund Description	Amount
20LL009	W/Y Line Non-Vital ATO Replace	Federal	SOGR 5337 CA-2024-237-00	10,568,993
20LL009	W/Y Line Non-Vital ATO Replace	BART	Capital Allocations	2,693,698
Total Project Funding				13,262,058

As of December 11, 2025, the table below lists the current budget of the project:

Project	Budget	Expense	Encumbrance	Pre-Encumbrance	Available Budget
20LL009	13,262,058	25,770		-	13,236,288
Total Budget	13,262,058	25,770		-	13,236,288

The total budget for this project is \$13,262,058. BART has expended \$25,770, committed \$0.0, and reserved \$0 to date. This action will commit \$13,200,000 leaving an available fund balance of \$36,288, in fund sources for this project.

The Chief Financial Officer certifies that funds are currently available to meet this obligation.

This action is not anticipated to have any Fiscal Impact on unprogrammed District reserves.

ALTERNATIVE:

The Board may elect not to authorize the General Manager to execute this sole source procurement with B&C Transit. Choosing not to execute this sole source procurement could result in substantial and unrecoverable costs, introduce unacceptable delays, and potentially not meet the District operational requirements.

RECOMMENDATIONS:

Recommend that the Board approve the following motion:

MOTION:

Pursuant to California Public Contract Code Section 20227, the Board of Directors finds that B&C Transit is the sole source for replacement of the ATO subsystem of the GEALOC

ATC system. The Board authorizes the General Manager to negotiate and execute a contract with B&C Transit, Inc., to provide design, materials, and installation support to replace the ATO subsystem of the GEALOC ATC system in an amount non-to-exceed \$13,200,000, including all applicable taxes.

Two thirds vote required.