



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...	GENERAL MANAGER ACTION REQ'D: Execute Change Orders for Contract No. 49GH-110		
DATE: 6/24/2026		7/2/2026	BOARD INITIATED ITEM: No		
Originator/Prepared by: Linda Lee Dept: PM/CM - CBTC Deployment	General Counsel	Chief Financial Officer	District Secretary	BARC	
Signature/Date: DocuSigned by: <i>Scott Burke</i> CABBE14B3E9E450 6/30/2026	DocuSigned by: <i>Jana Belan</i> F8FD7B3A73E74E8... 6/30/2026 []	Signed by: <i>Joseph Beach</i> 7D9A7C6E7348456... 6/30/2026 []	Signed by: <i>Abig Tatum</i> 1C4FD9DBD6C34BE... 7/2/2026 []	DocuSigned by: <i>Sylvia Lamb</i> D00DF55389F4A3... 7/1/2026 []	

Authorize the General Manager to execute Change Orders to Communication Based Train Control Contract No. 49GH-110 for operational enhancements and completion of vehicle integration work.

PURPOSE:

To authorize the General Manager to execute Change Orders to Communications-Based Train Control (CBTC) Contract No. 49GH-110 for system design related to additional overnight train storage features, bidirectional operations at transition platforms, a wired interface at Daly City Yard, and completion of the remaining vehicle design and CBTC integration work, in an amount not to exceed \$25,833,741.

DISCUSSION:

On January 9, 2020, the BART Board authorized the General Manager to award Contract No. 49GH-110 to Hitachi for the Design-Build of a Communications Based Train Control (CBTC) System for the amount of \$798,551,928 (including all taxes). The Contract was subsequently awarded on September 16, 2020, and executed on September 30, 2020. Notice to Proceed was issued on November 2, 2020.

Contract No. 49GH-110 base specification generally limits overnight and temporary train storage to terminal stations. Subsequent operational planning identified the need for additional storage locations to support service reliability and operational flexibility. Additional system design is therefore required to provide overnight and temporary storage functionality at these locations.

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The original Contract does not include multidirectional routing at the phase-transition platforms located at West Oakland (M10), Coliseum (A30), and Rockridge (C10). To support District operating requirements and provide greater flexibility and mitigating risks in managing train movements during incident, additional system design is required to enable multidirectional operations at these locations.

The Contract also requires the Contractor to provide vital and non-vital serial-link interfaces between the mainline system and Daly City Yard. The manufacturer of the existing Daly City Yard equipment has since declared the equipment obsolete and discontinued technical support. A wired yard interface is therefore required to provide the necessary connectivity between the mainline and yard systems.

In addition, the Contract establishes joint responsibility between the Contractor and the District for the mechanical and software modifications necessary to integrate Communications-Based Train Control equipment with the Fleet of the Future D-Cars procured from Bombardier Transit Corporation, now Alstom, under Contract No. 40FA-110. Additional compensation is required for the Contractor to complete the remaining vehicle design and CBTC integration requirements.

Under Board Rule 5-2.3, any Change Order over \$500,000 requires prior Board approval. Staff is requesting Board approval to expend an amount not to exceed \$25,833,741 for the above mentioned changes.

The Procurement Department will review Change Orders prior to execution for compliance with procurement guidelines. The Office of General Counsel will approve the Change Orders to form prior to execution.

CAPITAL FISCAL IMPACT:

The \$25,833,741 authorization to execute Change Order(s) to Contract No. 49GH-110 contributes to Fiscal Year 2026 - System Reinvestment/Service & Capacity Enhancements planned expenditures.

The table below lists funding assigned since project inception date of 05/01/2020.

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Funding Sources				
Project	Project Description	Fund Group	Fund Description	Amount
49GH004	CBTC Hitachi D-B	FEDERAL	FTA CA-2020-047 TBCCCP FFGA	289,758,161
49GH004	CBTC Hitachi D-B	FEDERAL	FTA 5307 CA-2025-273- 00 CMAQ	60,000,000
49GH004	CBTC Hitachi D-B	FEDERAL	FTA CA-2021-223-00	52,650,038
49GH004	CBTC Hitachi D-B	FEDERAL	FTA 5309 CA-2025-064- 00	39,822,803
49GH004	CBTC Hitachi D-B	STATE	TIRCP – Various	418,752,325
49GH004	CBTC Hitachi D-B	LOCAL	VTA IL 2024-50	5,207,131
49GH004	CBTC Hitachi D-B	BART	Measure RR General Bond	280,878,290
49GH004	CBTC Hitachi D-B	BART	Capital Allocations	35,001,300
49GH004	CBTC Hitachi D-B	BART	VTA Capital Contributions	27,022,852
Total Project Funding				1,209,092,900

As of June 19, 2026, the table below lists the current budget for the project:

Project	Budget	Expense	Encumbrance	Pre- Encumbrance	Available Budget
49GH004	1,209,092,900	471,453,268	365,795,513	21,792	371,822,327
Total Budget	1,209,092,900	471,453,268	365,795,513	21,792	371,822,327

The total budget for this project is \$1,209,092,900. BART has expended \$471,453,268, committed \$365,795,513, and reserved \$21,792 to date. This action will commit \$25,833,741 leaving an available fund balance of \$345,988,586, in the fund sources for this project.

The Office of 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.

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ALTERNATIVES:

Not authorizing the General Manager to execute Change Orders would adversely affect the safety, reliability, and operational efficiency of train service by limiting overnight storage capacity, bidirectional train movements at transition platforms, and access between the mainline and Daly City Yard. Not authorizing the General Manager to execute change order for completing vehicle design would prevent the integration and installation of CBTC equipment on the District's rail vehicles, precluding completion of this critical scope of work.

RECOMMENDATION:

Adoption of the following motion.

MOTION:

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