



# EXECUTIVE DECISION DOCUMENT

<b>GENERAL MANAGER APPROVAL:</b>		DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...	<b>GENERAL MANAGER ACTION REQ'D:</b>		
<b>DATE:</b> 1/25/2024		3/6/2024	<b>BOARD INITIATED ITEM:</b> No		
<b>Originator/Prepared by:</b> Jackie Yang <b>Dept:</b> Infrastructure Delivery	<b>General Counsel</b>	<b>Controller/Treasurer</b>	<b>District Secretary</b>	<b>BARC</b>	
DocuSigned by: <i>Scott Burke</i> 1BECB4C09B4745D...	DocuSigned by: <i>Amelia Sandoval</i> 2528C067C44147D...	DocuSigned by: <i>Shirley Gan</i> EE11C8CEEEA04FD...		DocuSigned by: <i>Shane Edwards</i> 8128A2EB2F014F3...	
<b>Signature/Date:</b> 3/4/2024	3/4/2024 [ ]	3/4/2024 [ ]	[ ]	3/4/2024 [ ]	

## CBTC Modifications to CORYS D-Car Train Simulator

### PURPOSE:

To request Board authorization for the General Manager to execute a sole source technical services agreement with CORYS to provide hardware and software updates to the existing D-car train simulator to reflect Communications Based Train Control (CBTC) modifications.

### DISCUSSION:

The Transportation Department holds Train Operator classes at its training facility located in the Hayward Yard, and uses a CORYS Train Simulator System. This system mirrors what a Train Operator will see in an actual train cab. The simulator was installed in December 2016 as part of the Fleet of the Future Project. Since then, the system has been used extensively by the training department, for both New Car Training and Train Operator certification classes.

The simulator has markedly improved the amount of time students can practice operating a District train. For example, trainee's mainline practice has increased from nine (9) hours to forty (40) hours. The most notable improvement is seen on the first days a newly certified train operator is out operating a train on the BART mainline - a drop of more than eighty percent (80%) in delays related to new operators in their early days of operations.

Contract No. 49GH-110 Design Build for a Communications Based Train Control (CBTC) System will impact the operations of the BART System. Modifications for CBTC operations need to be reflected in the D-Car Simulator provided by the Contractor so that Train Operators receive training on the latest vehicle configuration.

This Agreement is for the following:

1. Simulator Hardware and Software Design Updates
2. Simulator Hardware and Software Installation and Testing
3. Simulator O&M Manuals / Training

This Agreement also covers costs for associated project management activities, travel, and warranty of the hardware and software updates.

Pursuant to FTA Circular 4220.1F, when the District requires supplies or services available from only one responsible source, and no other supplies or services will satisfy its requirements, the District may make a sole source award based on Unique Capability or Availability. Here, the proposed updates from CORYS are intended to be installed on CORYS simulators already in place at the Hayward Training Center, in order to provide a seamless training experience for District staff. Since the CORYS simulator product is proprietary to CORYS and no other vendor can perform such system updates, this award is a permissible single source agreement under FTA Circular 4220.1F.

Pursuant to the District's Disadvantaged Business Enterprise (“DBE”) Program, the Office of Civil Rights is utilizing race and gender-neutral efforts for Sole Source Agreements; therefore, no DBE goal was set for this Agreement.

**FISCAL IMPACT:**

The EDD proposes a total cost of \$1,743,088 for the contract.

The price for the agreement work of \$1,743,088 is only 5% higher than the Engineer’s Estimate of \$1,666,280.

Funding in the amount of \$1,743,088 for Agreement No. 6M3697 is included in the total project budget for FMS#49GH008 – CBTC Deployment.

The table below lists funding assigned to the referenced project and is included to track funding history against spending authority. Funds needed to meet this request will be expended from the following sources:

<b>Fund Group</b>	<b>Fund Description</b>	<b>Amount</b>
FEDERAL	F/G 354S - FTA CA-2020-047 TBCCCP FFGA	62,966,359
STATE	F/G 546B - TIRCP-2021-27 TCCCP	86,020,951
BART	F/G 802D - Measure RR GOB	43,620,922
	<b>TOTAL</b>	<b>192,608,233</b>

As of February 8, 2024, \$192,608,233 is the total budget for this project. BART has expended \$191,274, committed \$14,434,202, and reserved \$57,226 to date. This action will commit \$1,743,088, leaving an available fund balance of \$176,182,443 in these fund sources for this project.

The Office of Controller/Treasurer certifies that funds are currently available to meet this obligation.

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

**ALTERNATIVES:**

Holding a competitive bidding process will generate long lead times, thus jeopardizing the training program on an already aging and outdated system, not optimizing or delaying the user experience for train operators, and not meeting the training schedule demands of the overall CBTC Project. Using a new contractor would result in duplication of costs as CBTC modifications would require access to software and documentation provided by and proprietary to CORYS.

**RECOMMENDATION:**

Adoption of the following motion.

**MOTION:**

The General Manager is authorized to execute Agreement No. 6M3697 for CBTC Modifications to the D-Car Train Simulator with CORYS in an amount not to exceed \$1,743,088 including all applicable taxes to provide hardware and software updates for the train simulators.