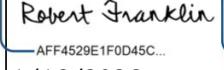
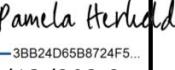




EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		DocuSigned by:  47000790F2D7463...	GENERAL MANAGER ACTION REQ'D: Forward to Board for action		
DATE: 11/13/2025	1/16/2026	BOARD INITIATED ITEM: Yes			
Originator/Prepared by: Todd Morgan Dept: Treasury Signature/Date:  1/13/2026	General Counsel DocuSigned by:  2528C067C44147D... 1/13/2026 []	Chief Financial Officer Signed by:  7D9A7C6E7348456... 1/13/2026 []	District Secretary DocuSigned by:  AFF4529E1F0D45C... 1/16/2026 []	BARC DocuSigned by:  3BB24D65B8724F5... 1/13/2021 []	

Award Agreement No. 6M2126 to PCG Equipment for Cash Cart Retrofit

PURPOSE:

To obtain Board authorization for the General Manager to execute a contract with PCG Equipment of Sacramento, California, for a transaxle drive unit retrofit of twenty of the District's existing cash carts used for station revenue collection.

DISCUSSION:

Existing carts used for cash collection in the stations are original to the BART system, weigh over 800 pounds, and currently require manual propulsion. The castors (wheels) on these carts are no longer manufactured and have been failing over time. Given the District's operational constraints, staff has explored retrofitting or replacing the carts and determined that retrofitting by adding a transaxle drive unit is best. Of the District's total of 35 carts, 20 are in use which is sufficient for current ridership levels. In 2021 a cart was provided to PCG who retrofitted a transaxle drive unit (electric motor and wheels) to the cart which is operating satisfactorily. The addition of a transaxle drive unit also reduces the physical demands on staff which is important for stations with inclined surfaces.

PCG is the original equipment manufacturer of the cash carts and the design is proprietary to PCG. Therefore, PCG is the only vendor capable of manufacturing the propulsion system needed for the District's existing revenue collection carts.

This is a single source procurement to avoid substantial duplication of costs.

BART staff has estimated the cost of labor and materials to be \$272,769 before tax. Staff believes the PCG quote of \$268,000 before tax to be fair and reasonable.

Pursuant to Public Contract Code Section 20227, the Board may direct the purchase of any supply, equipment, or material without observance of competitive bidding 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 equipment currently in use.

Pursuant to the District's Non-Federal Small Business Program, the Office of Civil Rights has determined that the District's Non-Federal Small Business Program is not applicable to this Single Source procurement.

The Procurement department will review the contract to confirm compliance with the District's procurement standards. The Office of the General Counsel will review the contract as to form.

CAPITAL FISCAL IMPACT:

Funding in the amount of \$295,470 + 10% contingency = \$325,017 to execute a contract with PCG Equipment for a transaxle drive unit retrofit of twenty of the District's existing cash carts 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 11/07/2014.

Funding Sources				
Project	Project Description	Fund Group	Fund Description	Amount
68AD000	Treasury Capital Projects	BART	Operating to Capital Allocation	1,637,285
Total Project Funding				1,637,285

As of January 6, 2026, the table below lists the current budget of the project:

Project	Budget	Expense	Encumbrance	Pre-Encumbrance	Available Budget
68AD000	1,637,285	1,200,676	150	-	436,459
Total Budget	1,637,285	1,200,676	150	-	436,459

The total budget for this project is \$1,637,285. BART has expended \$1,200,676, committed \$150, and reserved \$0 to date. This action will commit \$325,017 leaving an available fund balance of \$111,442, in the 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 alternative is not to authorize the single source procurement. Due to the proprietary nature of the spare parts being procured, competitive bidding will not result in additional bidders or lower prices for the District. Overhauling the propulsion system is the only way to ensure the cash carts maintain revenue service requirements and do not succumb to failures resulting removal from service when units fail.

RECOMMENDATION:

Staff recommends that the Board adopt the following motion.

MOTION:

The Board finds, pursuant to Public Contract Code Section 20227, that PCG Equipment of Sacramento, California, is the sole source supplier for the cash cart propulsion system for 20 of the District's cash carts. The General Manager is authorized to execute a single source contract with PCG Equipment for the cash cart conversion to transaxle drive unit for an amount of \$325,017 including 10% contingency, sales tax and shipping. Two thirds vote required.
