



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...	GENERAL MANAGER ACTION REQ'D: Approve and Send to Board		
DATE: 1/23/2026		3/5/2026	BOARD INITIATED ITEM: No		
Originator/Prepared by: David Greenaway Dept: PM/CM - Right of Way	General Counsel	Chief Financial Officer	District Secretary	BARC	
Signature/Date: DocuSigned by: <i>David Greenaway</i> 5E595C789A5A49A... 3/4/2026	DocuSigned by: <i>Amelia Sandoval</i> 2528C067C44147D... 3/4/2026 []	Signed by: <i>Steph Beach</i> 7D9A7C6E7348456... 3/4/2026 []	DocuSigned by: <i>Robert Franklin</i> AFF4529E1F0D45C... 3/5/2026 []	DocuSigned by: <i>Shane Edwards</i> 8128A2EB2F014F3... 3/4/2026 []	

Award of Agreement for Condition Assessment of Legacy Concrete Ties

PURPOSE:

To request Board authorization for the General Manager to execute a sole source technical services Agreement No. 6M8225, with University of Illinois Urbana-Champaign (UIUC), Rail Transportation & Engineering Center (RailTEC) to provide Condition Assessment of Legacy Concrete Ties, in the not to exceed amount of \$1,098,759.

DISCUSSION:

The remaining useful life of BART’s legacy concrete ties throughout the original BART track system is unknown. Through Agreement No. 6M8225, the District will solicit the services of UIUC, RailTEC, to conduct a condition assessment of BART’s legacy concrete ties. The assessment will consist of laboratory-based stress testing of sample ties collected from several strategically selected locations throughout the BART track system, as well as an analysis of data collected by field instrumentation to better understand the real-life stresses experienced by BART’s concrete ties while in service. This assessment will establish probable failure modes and remaining useful life of BART’s legacy concrete ties, recommendations for life cycle-based maintenance planning and financial forecasting, recommendations for optimization of BART’s concrete crosstie design for future procurements, and provision of a short course to educate BART staff on concrete crosstie design and performance.

In accordance with Federal Transit Administration (FTA) Circular 4220.1G Ch. VI(h)(1)(e)2 and 48 CFR Part 6.302-3, award of a sole source agreement is permissible when used to establish an essential engineering, research, or development capability, to be provided by an educational or other nonprofit institution or a federally funded research and development

center.

Here, the project will seek to maintain UIUC's essential engineering and research capabilities to conduct exploratory studies in the field of railroad track failure mode analysis for the benefit of the District's efforts to maintain and derive the remaining useful life of its systemwide track ties.

The UIUC RailTEC is among the most essential and leading developers of science and technology in the field of rail concrete tie analysis. It has established itself as a national leader in concrete rail tie and fastening systems, track structures, track mechanics and track deterioration research. Working with agencies such as New York City Transit and St. Louis MetroLink, UIUC RailTEC has conducted field studies that directly measure tie performance in heavy-use transit environments. In addition, UIUC RailTEC operates one of the only full-scale track loading laboratories in the country capable of simulating real-world stresses on concrete ties, allowing for controlled analysis of deterioration and failure modes. The Federal Railroad Administration (FRA) has repeatedly sponsored UIUC RailTEC research, including comprehensive studies on concrete tie design, degraded support conditions, and fastening system performance, which have become industry benchmarks.

By entering into this agreement with UIUC, the District seeks to maintain this essential research capability, avoiding costly duplication of specialized facilities and ensuring that the District can draw upon proven expertise and datasets directly relevant to the long-term safety and sustainability of concrete ties throughout the BART System. Because of UIUC's essential and unique capability, this procurement is justified and authorized under the FTA Circular.

UIUC RailTEC has submitted a not-to-exceed price proposal in the amount of \$1,098,759. Based on the District's Independent Cost Estimate (ICE), UIUC's proposal price is considered fair and reasonable. The term of the Agreement will be two (2) years, with two (2) options, to extend the term of the Agreement for one (1) year each.

Pursuant to the District's Disadvantaged Business Enterprise ("DBE") Program, the Office of Civil Rights is utilizing DBE-neutral efforts for Sole Source Agreements. Therefore, no DBE goal was set for this Agreement.

FISCAL IMPACT:

The \$1,098,759 authorization for Condition Assessment of Legacy Concrete Ties 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 10/31/2022. Funding in the amount of \$1,098,759 for award of Requisition 0000057417 is included in the total

project budget for the “Concrete Tie Assessment” – Project ID 91HD003. 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:

Funding Sources				
Project	Project Description	Fund Group	Fund Description	Amount
91HD003	Concrete Tie Assessment	FTA	FTA 5337/SOGR	1,320,000
91HD003	Concrete Tie Assessment	BART	Operating to Capital Allocation	330,000
Total Project Funding				1,650,000

As of January 29, 2026, the table below lists the current budget of the project:

Project	Budget	Expense	Encumbrance	Pre-Encumbrance	Available Budget
91HD003	1,650,000	70,776	0	1,098,759	480,465
Total Budget	1,650,000	70,776	0	1,098,759	480,465

The total budget for this project is \$1,650,000. BART expended \$70,776, committed \$0, and reserved (Pre-Encumbrance) \$1,098,759 for commitment of Requisition 0000057417, leaving an available balance of \$480,465.

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.

ALTERNATIVES:

The District could reject this proposal and solicit new proposals. Failure to award this Agreement would result in alternatives such as replacing legacy ties without knowledge about how much usable life remains, or to perform reactive maintenance as ties begin failing. These scenarios limit opportunity for fiscal efficiency and negatively impact operational performance.

RECOMMENDATION:

It is recommended that the Board adopt the following motion:

MOTION:

The General Manager is authorized to award Agreement No. 6M8225 to The University of Illinois Urbana-Champaign, Rail Transportation & Engineering Center to provide Condition Assessment of Legacy Concrete Ties, with two (2) options to extend the Agreement for one (1) year each, in an amount not to exceed \$1,098,759.00.