

ATTACHMENT A

PROCUREMENT SUMMARY

P2000, P2550 LIGHT RAIL VEHICLE AND HR4000 HEAVY RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)

1.	Contract Number: TS83056-2000		
2.	Contractor: Siemens Mobility, Inc.		
3.	Mod. Work Description: Exercise Option 2, 3 and 4 authorizing the Contractor to install, integrate, commission and test the Integrated Data and Communications System (IDCS) for P2000, P2550 and HR4000 rail vehicles.		
4.	Contract Work Description: Implementation of the Integrated Data and Communications System (IDCS) to provide fleet monitoring and real-time access to the information on the train. The Contractor shall be responsible for design, manufacturing, installation, integration, testing and commissioning of the monitoring system.		
The following data is current as of November 25, 2025:			
6.	Contract Completion Status	Financial Status	
	Contract Awarded: November 7, 2023	Contract Award Amount:	Base: \$5,043,855
	Notice to Proceed (NTP): December 6, 2023	Total of Modifications Approved:	\$18,276,029
	Original Complete Date: September 29, 2028	Pending Modifications (including this action):	\$15,608,842
	Current Est. Complete Date: September 29, 2028	Current Contract Value (with this action):	\$38,928,726
7.	Contract Administrator: Aniza Wan Nawang	Telephone Number: 213-922-4677	
8.	Project Manager: Bob Spadafora	Telephone Number: 213-922-3144	

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 to exercise Option No. 2, 3 and 4 for the design, manufacturing, installation, integration, testing and commissioning of the Integrated Data and Communication System (IDCS) for P2000, P2550 Light Rail Vehicle and HR4000 Heavy Rail Vehicle fleet for a firm-fixed-price of \$4,415,668, \$4,775,826, and \$6,417,348 respectively, increasing the total contract value by \$15,608,842 from \$23,319,884 to \$38,928,726. The firm-fixed-price amount for Option 1

to 4 was competitively solicited during the procurement phase of the Base Contract Award.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy. The Contract with Siemens Mobility, Inc. (Siemens) was approved by the Board of Directors on October 19, 2023 under Agenda Number 32, and exercise of Option 1 for P3010 LRV fleet was approved on September 19, 2024 under Agenda Number 24.

B. Cost/Price Analysis

A market survey was conducted among the planholders to assess the viability of exercising these options, however, no responses were received. Quester Tangent, who proposed on the solicitation, provided a solution but it was priced higher than Siemens'.

At present, Metro has exercised Option 1 for the installation of the IDCS on P3010 fleet, which is Metro's largest rail fleet with 235 railcars. Pursuing a partial solution through separate procurement of these options would introduce risks relating to operational inefficiency, system integration, cost and long-term maintenance. By continuing with the existing vendor, it ensures a unified and compatible system that would support streamlined maintenance and data security. Therefore, based on these reasons, it is determined that it is in Metro's best interest to exercise the Options with Siemens.

	Proposer Name	BAFO III Option No. 2 (P2000) Proposal Amount	Metro ICE for Option No. 2
1.	Siemens Mobility	\$4,415,668	\$4,787,895
2.	Quester Tangent	\$29,458,008	\$4,787,895

	Proposer Name	BAFO III Option No. 3 (P2550) Proposal Amount	Metro ICE for Option No. 3
3.	Siemens Mobility	\$4,775,826	\$4,290,175
4.	Quester Tangent	\$24,574,264	\$4,290,175

	Proposer Name	BAFO III Option No. 4 (HR4000) Proposal Amount	Metro ICE for Option No. 4
5.	Siemens Mobility	\$6,417,348	\$4,801,592
6.	Quester Tangent	\$22,154,480	\$4,801,592

The price differences for Option 3 (11.3% higher than the ICE) and Option 4 (33.6% higher than the ICE) against the ICE are attributed to the factors below:

1. The total cost of designing, manufacturing and supplying the hardware equipment and software system including inflation - ICE understated the current market pricing and risk allowances due to price volatility.
2. The labor cost for installation, integration and commissioning was underestimated and did not accurately reflect the integration expertise and the time needed for testing, documentation and stakeholder coordination, including training.
3. The cost of data management and software service as a service (SaaS) were also underestimated in the ICE.

C. Background on Recommended Contractor

Siemens Mobility Inc. is a subsidiary of Siemens AG and has established North America's only permanent design, manufacturing, test and service facility for light rail vehicles, locomotives, and coaches specifically to guide our customers over the 30+ year design life of modern rail vehicles. Siemens Mobility is headquartered in McClellan Park, California. The McClellan Park Facility houses a full vehicle service center which provides services such as accident repair, high and low voltage repairs, overhaul, and refurbishment, as well as a dedicated Bogie Service Center which specializes in bogie overhauls, repairs, and upgrades. Siemens Mobility employs more than 140 engineers in the USA, with expertise in maintenance, system integration, and cybersecurity.