



Board Report

File #: 2026-0391, **File Type:** Contract

Agenda Number: 39.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 16, 2026

SUBJECT: A LINE GATE MECHANISM REPLACEMENT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to AWARD a 12-month firm-fixed price contract, Contract No. OP140266000, to Siemens Mobility, Inc., for the purchase of gate mechanism assemblies and accessories, for the replacement of the A Line at-grade crossing gate mechanisms in the Not-To-Exceed (NTE) amount of \$3,195,702.00, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s).

ISSUE

The existing gate mechanisms at 49 grade crossings along the Metro A Line North segment, from Avenue 33 to Del Mar Boulevard, and the A Line South segment, from 20th Street to Spring Street, are nearing the end of their useful life. Replacement of these gate mechanisms is necessary to maintain safe, reliable, and regulatory-compliant at-grade crossing operations. Gate mechanisms are safety-critical systems that control vehicular and pedestrian access at railroad crossings. Maintaining these systems in good repair supports continued operational safety and regulatory compliance with the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC) requirements.

BACKGROUND

A gate mechanism is a motorized railroad crossing assembly that controls the vertical movement of the crossing gate arm. The mechanism lowers the gate arm to restrict roadway and pedestrian traffic at intersections during train movements and raises the arm once the crossing is clear.

The currently installed gate mechanisms remain functional. However, they are aging, and support from the Original Equipment Manufacturer (OEM) is no longer available. In addition, replacement parts for the existing Siemens S-40 gate mechanisms are obsolete and increasingly difficult to obtain. As a result, Metro must replace the existing Siemens S-40 gate mechanisms with the current-generation Siemens S-80 model, which requires purchasing new mechanisms.

DISCUSSION

The gate mechanism replacement work involves upgrading 49 at-grade crossings and replacing 246 gate mechanisms with the Siemens S-80 smart grade crossing gate mechanism. This latest-generation model is designed to improve reliability and reduce maintenance needs. The S-80 has fewer mechanical wear points due to its brushless DC motor, permanently lubricated drivetrain, sealed gearbox, and fully programmable operation, reducing the need for routine mechanical adjustments.

The gate mechanism replacement work also supports Metro's continued transition toward predictive maintenance. Metro has piloted a predictive maintenance program using remote condition monitoring for track switch assets at the Downtown Area Flower Junction and A Line North Citrus interlockings. The pilot demonstrated the effectiveness of continuous asset monitoring in reducing unplanned equipment failures and optimizing targeted continuous-based inspections rather than routine inspections. Metro plans to implement a phased expansion of remote condition monitoring to additional rail infrastructure assets to improve system reliability, optimize maintenance resources, and extend the life of critical infrastructure.

The S-80 model includes onboard diagnostics and communication capabilities that allow Maintenance of Way (MOW) crews to monitor equipment performance, receive alerts, troubleshoot issues, and identify potential equipment degradation. These capabilities help maintenance activities be performed more efficiently and proactively. This work is part of Metro's Capital Improvement Program (CIP), which invests in the modernization, enhancement, and renewal of transit infrastructure assets.

DETERMINATION OF SAFETY IMPACT

In accordance with Metro's State of Good Repair (SGR) requirements and Transit Asset Management (TAM) Plan, the Metro A Line gate mechanisms are reaching the end of their useful life. They must be replaced to support safe vehicular and pedestrian crossing operations. Maintaining reliable cross-gate operation reduces the risk of gate malfunctions and provides for safe separation between trains, vehicles, and pedestrians.

FINANCIAL IMPACT

A total of \$3,195,702.00 is needed to award Contract No. OP140266000. Funding for this contract is included in the Infrastructure Renewal Program under Cost Center 3960. It is budgeted across two capital projects: 205680 - Metro A Line North (formerly Gold Line Gate Mechanism), and 205693 - Metro A Line South (formerly Blue Line Gate Mechanism). The combined LOP budget is \$10,640,000, which is within the project budget.

Since this is a multi-year contract, the Project Manager will ensure that the remaining funds are budgeted for future fiscal years.

Impact to Budget

The current funding source for this action is Proposition A 35%, which is eligible for rail operating and

capital projects.

EQUITY PLATFORM

The equity benefits of this action include replacing and modernizing safety-critical crossing gate mechanisms on the Metro A Line, which serves a high concentration of Equity Focus Communities (EFCs), including Long Beach, Compton, Los Angeles, Highland Park, South Pasadena, and Pasadena.

Based on Metro's Equity Need Index (MENI) map, the A Line serves communities where, on average, more than 50% of households are low-income, and approximately 64% of residents identify as Black, Indigenous, or other People of Color (BIPOC). These communities represent a significant share of Metro's transit riders and directly benefit from continued investment in safe and reliable rail operations.

The Diversity & Economic Opportunity Department (DEOD) did not recommend any Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goals for this procurement due to the lack of subcontracting opportunities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to replace the A Line at-grade crossing gate mechanisms. These capital improvement investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This project helps maintain system service, reliability, and safety standards, providing a world-class transportation system that enhances the quality of life for all who live, work, and play in Los Angeles County. Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2: Deliver outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

No other alternatives were considered, since the existing gate mechanisms at the 49 at-grade crossings along the Metro A Line are obsolete and will become increasingly prone to failure if not replaced as planned. The original equipment manufacturer (OEM) no longer supports the legacy model currently in operation, and replacement parts are expected to become increasingly difficult to obtain. Replacement with the latest-generation model is the only viable option for maintaining operational safety, reliability, and compliance with applicable railroad regulations.

If this contract is not approved, Metro would continue to rely on obsolete gate mechanisms, increasing the risk of failures, service disruptions, and safety hazards at vehicular and pedestrian at-grade crossings.

NEXT STEPS

Upon Board approval of the recommendation, Vendor/Contract Management (V/CM) will award Contract IFB No. OP140266000.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

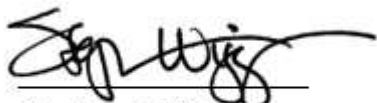
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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

A Line Gate Mechanism Replacement / OP140266000

1.	Contract Number: OP140266000	
2.	Recommended Vendor: Siemens Mobility, Inc.	
3.	Type of Procurement (check one) : ☒ IFB ☐ RFP ☐ RFP-A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates:	
	A. Issued : March 4, 2026	
	B. Advertised/Publicized: March 4, 2026 - March 7, 2026	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: May 5, 2026	
	E. Pre-Qualification Completed: May 14, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: May 5, 2026	
	G. Protest Period End Date: July 29, 2026	
5.	Solicitations Downloaded: 10	Bids Received: 1
6.	Contract Administrator: Ani Pogossian	Telephone Number: (213) 922-2874
7.	Project Manager: Aderemi Omotayo	Telephone Number: (213) 922-3243

A. Procurement Background

This Board Action is to approve Contract No. OP140266000 issued for the procurement of 246 gate assemblies, along with the required counterweight kits, conversion brackets, and cast adapters, for all at-grade crossings on the A Line (North and South), to replace existing S-40 gate mechanisms nearing the end of their useful life. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On March 4, 2026, Invitation for Bids (IFB) No. OP140266 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is firm-fixed-price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) or a Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

One Amendment was issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on March 30, 2026, extended the bid due date and question/clarification due date.

A total of ten (10) firms downloaded the IFB and were included in the Planholders' List. There were no questions received for this IFB prior to the bid due date.

A total of one (1) bid was received on May 5, 2026.

Although the one (1) responding firm is the OEM of the gates, Metro staff conducted a market survey of the firms on the Planholders' List to determine why no other bids were received. Staff reached out to the Planholders' List multiple times but were unsuccessful in receiving responses.

Therefore, Metro assumes that issues beyond our control caused the potential sources not to submit proposals and that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Bids

This procurement was conducted in accordance with LACMTA's Acquisition Policy for a competitive sealed bid. The one (1) bid received is listed below:

1. Siemens Mobility, Inc.

The recommended firm, Siemens Mobility, Inc., was the lowest responsive and responsible bidder, and found to be in full compliance with the technical and commercial requirements.

C. Price Analysis

The recommended bid price from Siemens Mobility, Inc., has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE) and selection of the lowest responsive and responsible bidder.

The recommended bid amount of \$3,195,702.00 is 11.24% lower than the ICE which was developed based on a 10.5% tax rate; however, the contractor omitted the tax from the bid. As a result, staff negotiated a cost savings whereby the contractor agreed to make the total proposed price inclusive of tax.

Metro's Project Manager has reviewed and confirmed the product being offered meets all the requirements listed in the technical specifications.

Bidder Name	Bid Amount	Metro ICE	Negotiated Amount
Siemens Mobility, Inc.	\$3,195,702.00	\$3,600,441.40	\$3,195,702.00

D. Background on Recommended Contractor

The recommended firm, Siemens Mobility, Inc., is a global transportation technology company and a subsidiary of Siemens AG headquartered in Munich, Germany. Siemens Mobility was established as a separate company on August 1, 2018, as an independent subsidiary of Siemens AG focused on rail and transportation technology. The company focuses on rail and smart mobility solutions, including high-speed trains, locomotives, rail automation, electrification systems, signaling technology, software platforms, and maintenance services.

Siemens Mobility, Inc. has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

A LINE GATE MECHANISM REPLACEMENT / OP140266000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. Siemens Mobility, Inc. will perform the work with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

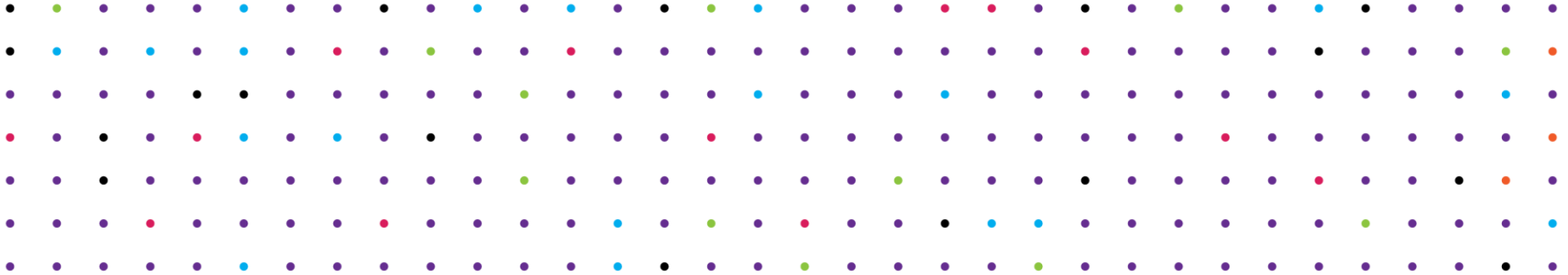
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

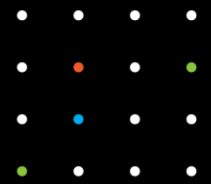
MAINTENANCE & ENGINEERING

A LINE GATE MECHANISM REPLACEMENT



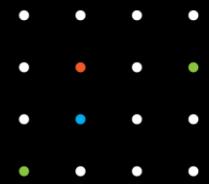
Operations, Safety, & Customer Experience Committee Meeting
July 16, 2026

RECOMMENDATION



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PROCUREMENT



AWARDEE

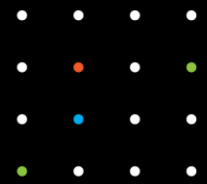
Siemens Mobility, Inc.

NUMBER OF BIDS/PROPOSALS

Although the one (1) responding firm is the OEM of the gates, Metro staff conducted a market survey of the firms on the Planholders' List to determine why no other bids were received. Staff reached out to the Planholders' List multiple times but were unsuccessful in receiving responses. Metro assumes that issues beyond its control caused the potential sources not to submit proposals and that there were no restrictive elements in the solicitation documents that prevented competition.

	Proposer Name	Proposal Amount	METRO ICE	Negotiated Amount
1	Siemens Mobility, Inc.	\$3,195,702.00	\$3,600,441.40	\$3,195,702.00

ISSUE & DISCUSSION



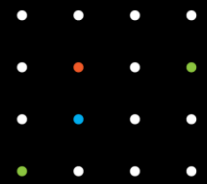
DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

ISSUE

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ISSUE & DISCUSSION



DISCUSSION

The gate mechanism replacement work involves upgrading 49 at-grade crossings and replacing a total of 246 gate mechanisms with the Siemens S-80 smart grade crossing gate mechanism. This latest-generation model is designed to improve reliability and reduce maintenance needs. The gate mechanism replacement work also supports Metro's continued transition toward predictive maintenance. The S-80 model includes onboard diagnostics and communication capabilities that allow Maintenance of Way (MOW) crews to monitor equipment performance, receive alerts, troubleshoot issues, and identify potential equipment degradation. This work is part of Metro's Capital Improvement Program (CIP), which invests in the modernization, enhancement, and renewal of transit infrastructure assets.