



Metro-North Railroad Procurements

Omar Messado, Assistant Deputy Chief Procurement Officer – MTA Office of the Chief Procurement Officer



PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of \$304.9M.

Subject	Request for Authorization to Award Various Procurements				
Department	MTA Procurement				
Department Head Name	Lisette Camilo				
Department Head Signature	<i>Lisette Camilo</i>				
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/24/25			
2	Board	2/26/25			

February 21, 2025			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President <i>Catherine A. Lind</i>		
	SVP Operations Support		
<i>Acting</i>	VP & General Counsel <i>[Signature]</i>		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the NYC Transit Committee of these procurement actions.

DISCUSSION

Metro-North proposes to award Noncompetitive procurements in the following categories: None

Metro-North proposes to award Competitive procurements in the following categories:

Procurements Requiring Two-Thirds Vote:	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
SUBTOTAL	1	\$ TBD M
Schedules Requiring Majority Vote:		
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 304.9 M
SUBTOTAL	1	\$ 304.9 M

Metro-North proposes to award Ratifications in the following categories: None

TOTAL	2	\$ 304.9 M
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COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

FEBRUARY 2025**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL*****Procurements Requiring Two-Thirds Vote:*****B. Competitive Request for Proposals (Solicitation of Purchase and Public Work Contracts)**

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

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|---|-----|-------------------------------|
| 1. RFP Authorizing Resolution
Contract Term TBD
Contract #TBD | TBD | <i>Staff Summary Attached</i> |
|---|-----|-------------------------------|

Issue a competitive Request for Proposal to solicit and evaluate proposals from railcar manufactures for the procurement of coach cars that will operate on the newly constructed Penn Station Access route.

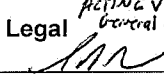
Procurements Requiring Majority Vote:**I. Modification to Purchase and Public Work Contracts**

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|---------------|-------------------------------|
| 2. Siemens Mobility, Inc.
Contract Term: 7 years
Contract #244941.17 | \$304,941,000 | <i>Staff Summary Attached</i> |
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Modification to the contract for the Design, Manufacture, Test, and Delivery of new Dual-Mode Locomotives in order to exercise Option 4 and procure 13 Dual-Mode Locomotives with an option to purchase two additional locomotives.

Staff Summary

Item Number			
Department, Department Head Name: MTA Procurement, MNR Operations Omar Messado			
Internal Approvals			
Order	Approval	Order	Approval
1	President	6	
2	EVP/COO Officer		
3	Legal <i>Acting VP's General Counsel</i> 		
4	MofE Office		
5	Safety & Security		

SUMMARY INFORMATION	
Vendor Name	Contract No.
RFP Authorizing Resolution	TBD
Description	
Design, Manufacture, and Deliver Coach Cars for Penn Station Access Program	
Total Amount:	
TBD	
Contract Term (including Options, if any)	
TBD	
Option(s) included in Total Amount?	
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose
 To request that the Board declare competitive bidding impractical or inappropriate for the procurement of coach cars for operation on the new Penn Station Access (“PSA”) route, and that it is in the public interest to issue a competitive Request for Proposals (“RFP”) pursuant to New York State Public Authorities Law, Section 1265-a, subdivision 4.

Discussion
 The Public Authorities Law, Section 1265-a, subdivision 4 permits Metro-North Commuter Railroad (“Metro-North”) to use the competitive RFP process in lieu of competitive bidding for the procurement of coach cars. The new coach cars will expand Metro-North’s current fleet, providing service from Penn Station to four new Bronx commuter railroad stations via Amtrak’s territory and connecting to the New Haven line through the New Rochelle station. In coordination with Long-Range Planning regarding Metro-North ridership for PSA and lack of full fleet availability, new coach cars are required. The RFP will also address the replacement of Metro-North’s current End-Door (“End Doors”) and Center-Door (“Center Doors”) coaches that have either reached or are approaching their 35-year service life.

Utilizing a single-car fleet will ensure the capability to operate throughout Metro-North’s service territory, while preserving the ability to acquire the replacement fleet across multiple MTA capital programs and adhering to MTA’s standard to reduce its carbon footprint. Replacing the entire fleet with a uniformly configured fleet of coaches will ensure all customers benefit from the associated amenities.

The scope of work for this solicitation will include the design, manufacture, testing, and delivery of new coach cars, as well as the required technical support, deliverables, and capital replacement parts necessary to operate and maintain the fleet.

The RFP process will provide Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications, and past performance. The process also provides the ability to negotiate key terms and to solicit improved technical and schedule requirements.

Alternatives
 None: Metro-North does not have the capability to design and build coach cars.

Impact on Funding
 Funding is anticipated to be provided by the 2020–2024 Capital Plan.

Recommendation
 To recommend that the Board declare competitive bidding impractical or inappropriate for the procurement of coach cars for operation on the new PSA route, and that it is in the public interest to issue a competitive RFP pursuant to New York State Public Authorities Law, Section 1265-a, subdivision 4.

Schedule I: Modifications to Purchase and Public Works Contracts



Vendor Name (Location) Siemens Mobility, Inc. (Sacramento, California)
Description Design, Manufacture, Test, and Delivery of New Dual-Mode Locomotives – Option Election
Contract Term (including Options, if any) February 2021–January 2028
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: Jeffrey Weston – Chief Mechanical Officer

Contract Number 244941	Modification # 17
Original Amount:	\$253,740,796
Prior Modifications	\$532,252,478
Current Amount:	\$785,993,274
This Request:	\$304,941,000
% of This Request to Current Amount:	38.8%
% of Modifications (including This Request) to Original Amount:	329.9%

Discussion:

Metro-North Railroad (“Metro-North”) requests Board approval to exercise an option of a contract with Siemens Mobility, Inc. (“Siemens”) for the design, manufacturing, testing, and delivery of 13 Dual-Mode Locomotives and related equipment with an option to purchase two additional Dual-Mode Locomotives in the total amount of \$304,941,000. In lieu of the current contractual technical requirements for a diesel-electric package, these option locomotives will be equipped with state-of-the-art innovative battery-alternating current (“B+AC”) power distribution systems. The B+AC locomotives will be used to support the Penn Station Access (“PSA”) program’s rolling stock requirements.

In December 2020, the MTA Board approved Metro-North’s request to purchase 27 SC-42 Dual-Mode (“SC-42 DM”) locomotives: a base order of 19 and an Option 1 order for an additional eight. In March 2021, both the base and Option 1 were executed. At the June 2023 Board, Metro-North, on behalf of the Connecticut Department of Transportation (“CTDOT”), exercised Option 2 for the purchase of six locomotives. For the 33 locomotives in total, Siemens is scheduled to complete delivery in the third quarter of 2027. Under Option 3, Long Island Rail Road (“LIRR”) received approval at the December 2024 Board to purchase up to 44 alternate configuration dual-mode locomotives. In February 2025, LIRR executed Option 3 for 22 locomotives. To date, the first two Siemens locomotives from the base have been delivered on schedule to Metro-North and are undergoing acceptance testing.

The 13 B+AC locomotives will expand Metro-North’s current fleet, providing service from Penn Station to four new Bronx commuter railroad stations via Amtrak’s territory and connecting to the New Haven line through the New Rochelle station. Metro-North was provided with key operational requirements and provisions by Amtrak and CTDOT to provide service in the new PSA region. Alternative rolling stock solutions were explored. However, to meet the requirements of Amtrak and CTDOT, as well as Metro-North’s service needs, Siemens’ proposal for a B+AC locomotive presented the best solution by modifying its current Tier 4 Dual Mode diesel-electric locomotive design. After a thorough review of the current technical specifications, Siemens initiated and completed a detailed feasibility study supporting the design of the new B+AC locomotive. In maintaining the overall performance requirements, the B+AC configuration replaces the Diesel Engine with Traction Batteries as the locomotive prime mover and replaces the third-rail equipment with an AC Pantograph for operation under catenary. This also furthers Metro-North’s initiative in supporting the MTA’s mission to reduce its carbon emissions footprint with the purchase of a zero-emission locomotive fleet.

The contract includes an option for the purchase of apparatus, such as specialized test equipment and tools, replacement parts, and training equipment, which based on quantity assessment, may be exercised prior to acceptance of pilot locomotives (June 2029).

Negotiations for the locomotives centered on (1) the change in propulsion; (2) converting the purchase of apparatus as an option; (3) obtaining fixed pricing for the two additional locomotives; and (4) fixed versus floating escalation to the price adjustment formula for options.

The option locomotive is subject to a price adjustment based on a formula that incorporates a number of indices. Negotiations were conducted to potentially minimize the impact of the projected escalation. The agreed-to fixed price was based on a review of both historical and projected escalation by the Cost Price Analysis group. This approach provides a favorable price, price certainty, and a potential savings of approximately \$12 million compared to projections of the escalated pricing. Additionally, savings of approximately \$5 million were achieved from Siemens’ initial proposal to their final. MTA Cost/Price determined that the overall aspects of the pricing for the Dual-Mode (Diesel-Electric) original design, including base costs and modifications, are fair and reasonable.

The locomotives are scheduled to be delivered on property from January 2029 through July 2030.

Siemens has the experience, technical capability, resources, and facilities to perform the work required. The MTA Controller’s Office found that there is reasonable assurance Siemens can continue to perform the work under this option. Metro-North’s Project Management team found Siemens’ overall performance to be satisfactory.

The contract option has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, will be included in the contract prior to award of the option work.

Siemens has certified that pursuant to EO 16, it is not doing business in Russia.

MBE/WBE/TVM

The base contract is Federal Transit Authority (“FTA”)–funded, therefore federal terms and conditions. Siemens continues to comply with the FTA Transit Vehicle Manufacturer program.

Impact on Funding

Funding for the locomotives is available in the 2020–2024 Capital Plan.