



**ITEM ID:** 2026-137-0

**TRANSMITTAL DATE:** February 20, 2026

**MEETING DATE:** February 27, 2026

**TO:** Board of Directors

**FROM:** Justin Fornelli, Chief, Program Delivery

**SUBJECT:** Contract No. EP249-26 - Cab Room Camera and Locomotive Digital Video Recorder System Replacement - Recommendation to Award - Railhead Corporation

### **Issue**

The cab camera and Locomotive Digital Video Recorder (LDVR) system currently installed in Metrolink's fleet is obsolete and in need of replacement. In addition, a new Federal Railroad Administration (FRA) regulation going into effect in October 2027 requires the addition of crash hardened memory to the LDVR system. This project will ensure the Authority is in compliance with the new regulation in addition to upgrading the aging system on our fleet.

### **Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to negotiate and execute Contract No. EP249-26 for Cab Room Camera and Locomotive Digital Video Recorder System Replacement with Railhead Corporation in the amount of \$1,727,696 plus a 20% contingency of \$345,539.20, for a total not-to-exceed contract authority of \$2,073,235.20. This award is subject to resolution of any timely filed protests.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan Commitment of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. This project will upgrade the cab camera and LDVR system on the Authority's fleet to ensure compliance with FRA regulations.

**Background**

Currently, the Authority has an LDVR system including two inward-facing cameras and one forward-facing camera in each locomotive and cab car to ensure operator compliance and for accident investigations. The components of the existing system have become obsolete, with increasing failure rates in recent years. Additionally, a new FRA regulation which takes effect on October 12, 2027, requires passenger train locomotives and cab cars to be equipped with inward and outward facing cameras and an LDVR system with crash hardened memory. This project addresses both items by providing a new FRA-compliant LDVR system to replace the existing components on the Authority's fleet of locomotives and cab cars.

**Discussion**

Capital Equipment staff submitted their request for new procurement on August 11, 2025. It was determined that a Request for Proposal (RFP) method should be used in order to allow for different equipment and approaches to meet the Authority’s needs and the FRA standards. The RFP was issued on September 17, 2025. One site visit was held on September 30 to allow the prospective proposers to look over all of the different models of equipment. A total of 67 questions were received by the deadline. All of the questions were answered by staff and issued on November 4.

On November 25, six proposals were received, all were found to be responsive and responsible. These proposals were sent to the evaluation committee for technical review. Four of the six proposals were found to be technically acceptable. Presentations by the four technically acceptable proposers were conducted on the week of January 19, 2026, and technical and price scoring was completed on January 23, 2026. A summary of the scoring is in the table below:

Proposer	Gatekeeper Systems USA Inc	<b>Railhead Corporation</b>	Wabtec Railway Electronics Inc (WRE)	Wi-Tronix LLC
Technical Score	62.20	<b>63.40</b>	60.40	65.00
Price Score	14.33	<b>20.00</b>	4.66	10.91
Total Score	76.53	<b>83.40</b>	65.06	75.91
Rank	2	<b>1</b>	4	3

Following the selection of the highest ranked proposer, staff began negotiations with Railhead Corporation. Pricing, testing and composition of the kits were discussed as well as the possible options for additional units and installation services. The pricing breakdown is listed on the table below:

Phase & Equipment	ICE	Railhead Corporation
Base Order: Hyundai-Rotem Cab Car	\$1,808,840.00	\$663,252.00
Base Order: F125 Locomotive	\$1,295,440.00	\$465,440.00
Base Order: MP36PH-3C Locomotive	\$540,440.00	\$174,540.00
Base Order: F59PHR Locomotive	\$238,440.00	\$58,180.00
<b>Base Order Total</b>	<b>\$3,883,160.00</b>	<b>\$1,361,412.00</b>
Option Order 1: Spares	\$450,000.00	\$174,540.00

Option Order 2: Installation of all units	\$790,005.00	\$145,200.00
Option Order 3: Stadler DMU & ZEMU	\$329,040.00	\$46,544.00
<b>Option Orders Total</b>	\$1,569,045.00	\$366,284.00
<b>Grand Total</b>	<b>\$5,452,205.00</b>	<b>\$1,727,696.00</b>
<b>Over / Under</b>		<b>-68.31%</b>

The proposed price from Railhead was 68.31% below the Independent Cost Estimate (ICE). As such Staff met with Railhead to go over the individual cost items. Railhead confirmed that several individual cost items listed in the ICE such as warranty, engineering, training and documentation were built into the price of each individual kit. As the current and previous contractor for the Authority's fleet they already have the necessary technical drawings and measurements on the Authority's equipment. Railhead confirmed that all deliverables and requirements would be met. After this discussion the price was found to be fair and reasonable.

### **Budget Impact**

The not-to-exceed amount of \$1,727,696 (including Options) plus 20% contingency for a total of \$2,073,235.20 is included in the Capital Budgets for FY19, FY24, and FY25, which were adopted by the Board.

### **Next Steps**

Upon Board approval of the recommendation, staff will execute a contract with Railhead Corporation and issue Notice to Proceed. The base period of the project is expected to be completed within 270 days from NTP.

Prepared by: Kevin Bleich, Project Engineer I  
Dorothea Cantero, Senior Contract and Compliance Administrator  
Neil Brown, Director, Capital Rolling Stock and Facilities

Approved by: Justin Fornelli, Chief, Program Delivery

### **Attachment(s)**

[Presentation - Contract No. EP249-26](#)