

September 30, 2026

Chairperson Oscar Villegas, Members of the CARTA Board of Directors,
and Clerk Robert Tadevich
Capital Area Regional Tolling Authority (CARTA)
1415 L Street, Suite 300
Sacramento, CA 95814

Re: Response to September 28, 2026, Letter Regarding Solicitation No. FY26-19-RFP-CAR — Toll System Integration for the Yolo 80 Managed Lanes Project

Dear Chairperson Villegas, Members of the CARTA Board, and Clerk Tadevich:

Indra USA, Inc. (“Indra USA”) appreciates the opportunity to address the matters raised in a letter dated September 28, 2026, submitted by counsel at Hanson Bridgett LLP on behalf of an unidentified party, a copy of which was received by Indra September 29, 2026. We note that the letter was submitted after the formal protest period had closed, affording Indra USA limited time to respond before the Board’s scheduled meeting. Indra USA nonetheless welcomes the chance to provide the Board with additional context on the points raised. At the outset, Indra USA wishes to be clear that Indra USA is a responsible offeror that fully satisfied the requirements of the RFP, and nothing in the letter changes that.

Indra USA is part of Indra Group, one of Europe’s leading technology companies and a global provider of tolling and intelligent transportation systems, with toll system deployments operating across multiple countries. In the United States, Indra USA has been selected to deliver toll system integration for major express lanes and managed lanes projects and maintains a growing portfolio of active engagements.

Indra USA held a valid California C-10 Electrical Contractor license when it submitted its proposal on June 26, 2026. The license was issued on March 16, 2026, well in advance of the proposal deadline. The RFP required proposers to hold a valid C-10 license “*as of the date of proposal submission.*” Indra USA satisfied this requirement.

The letter suggests that the date of Indra USA’s California license reflects the totality of its experience. That is not the case. Indra USA has secured, delivered, and continues to deliver toll system integration projects across the United States, including the I-66 Express Lanes project in Virginia and the I-485 Express Lanes project in North Carolina. CARTA’s RFP required proposers to demonstrate specific tolling system experience, including a currently operating multi-lane open road tolling electronic toll collection system within the past five years, among other system and operations and maintenance requirements. The evaluation panel scored firm qualifications as a separate weighted criterion (15%), and Indra USA’s qualifications were evaluated on their merits.

Regarding the Bay Area Toll Authority (“BATA”) contract referenced in the letter, Indra confirms the tender was cancelled and accordingly the award was not fully executed.

The letter also refers to two matters (Spanish antitrust and Irish rail) concerning Indra USA’s parent company, Indra Sistemas S.A., a separate legal entity from Indra USA. The conduct at

issue in the Spanish antitrust proceedings occurred between 2005 and 2015, entirely outside the United States, and did not involve Indra USA or any U.S. operations. Notably, the Spanish National Markets and Competition Commission (CNMC) decision did not impose any prohibition on Indra Sistemas, S.A. contracting with public authorities.

Following this, Indra Group has implemented comprehensive remedial measures, including establishing an independent Compliance Unit, competition risk prevention policies, mandatory training, and enhanced tender safeguards. In 2025, EY independently audited the Group's Competition Risk Prevention Model and confirmed both its design and operational effectiveness. The Group also obtained UNE 19603 certification for its competition compliance management system in 2025, renewed in 2026. Additionally, in September 2025 the European Commission confirmed the Indra Group's reliability and eligibility to participate in EU award procedures, expressly recognizing that Indra and its subsidiaries had adopted sufficient remedial measures to address the identified conduct and prevent its recurrence. Indra USA is prepared to provide the Commission's decision and supporting documentation upon request.

The challenges encountered on the Irish Rail project relate in significant part to the complexity of integrating new technology with Irish Rail's century-old legacy infrastructure, which both parties have recognized as a shared challenge. In December 2024, Irish Rail and Indra signed a contractually binding restart agreement that replaced the terms and project plan previously in force. Indra has fulfilled its contractual obligations under that restart agreement, and all requirements and testing protocols applicable to the current phase have been reviewed and formally approved by Irish Rail.

Indra USA notes that this is the latest in a series of late submission raised through outside counsel, timed to coincide with a board vote on a recommended contract award, and submitted after the applicable protest period had closed. These submissions have contained characterizations that are inaccurate and, in certain respects, misleading. Indra USA takes seriously any conduct that may be intended to improperly interfere with a lawful public tender process and expressly reserves all rights and remedies available to it under applicable law.

Indra USA is prepared to provide any additional information that CARTA staff may require, and remains fully committed to working cooperatively with CARTA throughout this process. We look forward to delivering this important project for the benefit of the communities served by the Yolo 80 Managed Lanes.

For these reasons, Indra USA respectfully submits that it is, and remains, a responsible offeror, and that the matters raised in the letter provide no basis to revisit the evaluation panel's recommendation.

Respectfully,



Kerry Pollak
Regional General Counsel USA
Indra USA, Inc.