



Board Report

File #: 2024-0032, File Type: Contract

Agenda Number: 28.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 21, 2024

SUBJECT: SPRING TENSION ASSEMBLY UNITS FOR C LINE OCS SYSTEM OVERHAUL PROJECT

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract, Contract No. MA105918000, to Mac Products, Inc. for 232 Spring Tension Assembly units and onsite installation support for the C Line OCS System Overhaul Project for a firm fixed price of \$3,121,820.86, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is to purchase Spring Tension Assembly units for the C Line Overhead Catenary System (OCS). The existing Weight Stack Assembly (WSA) units on the C Line are aging and near the end of their useful life. The Spring Tension Assembly units are a replacement for the existing WSA units. Currently, the Maintenance & Engineering (M&E) crew is working on overhauling the OCS and replacing all worn-out parts on the C Line OCS, including the worn-out WSA units. The replacement of these units during the OCS overhaul will minimize operation interruption.

BACKGROUND

The Metro C Line opened for service to the public in August 1995. Most of the OCS system components, including the WSA units, need to be overhauled, and the WSA units are recommended for replacement according to Metro's Transit Asset Management (TAM) database. Extensive maintenance has been necessary for the existing OCS WSA units to ensure the reliable operation of the OCS. The trains connect to the OCS wires through a train-mounted pantograph, which powers the train's movement. The WSA units constantly provide tension to the OCS wires to keep them at the required height. Due to the aging conditions of the WSA units, issues within the OCS poles arise from stuck wires, resulting in reduced tension on the OCS wires. If the OCS isn't held to the appropriate tension, the wires can become loose and entangled with the train's pantograph, interrupting rail operations.

DISCUSSION

Replacing the WSA units with Spring Tension Assembly units is part of the project scope to renew the C Line OCS asset life. The Spring Tension Assembly units are improved mechanisms that provide automatic pulling force to constantly tension the OCS contact and messenger wire to compensate for the expansion of fluctuating daytime and night-time temperatures as well as the change in the seasons while keeping the tension at a constant proper level for rail vehicle operations.

The Spring Tension Assembly units will significantly enhance the safety and reliability of the OCS system on the C Line. The new OCS system will support additional traffic from the K line and future South Bay Extension. It also can reduce maintenance costs and staffing requirements to maintain the C Line OCS system.

DETERMINATION OF SAFETY IMPACT

Metro maintenance crews are performing intensive maintenance on a 28-year-old OCS system. The intensive maintenance needs extra staffing and occasionally interrupts the C Line Operations due to single tracking requirements. Replacing aging WSA units with new Spring Tension Assembly units will require less intensive maintenance and improve the safety and reliability of the OCS system.

FINANCIAL IMPACT

A total of \$3,121,820.86. is needed for this action. The budget is contained in Capital Project 205121 - FY24 Metro Green Line OCS Wire Replacement Project. The Life of Project (LOP) budget is \$38,350,000.00, which is within the project budget.

Since this is a multi-year contract, the Project Manager will be responsible for budgeting resources in future Fiscal Years.

Impact to Budget

The current source of funds for this action is Proposition A 35 Rail Set Aside. This is eligible for rail operations and capital projects. The use of this funding source maximizes the scope of funding use given approved guidelines and provisions.

EQUITY PLATFORM

The C Line OCS contact wires are located along the 105 freeway throughout Los Angeles County, including Equity Focus Communities (EFCs). The EFCs served include Downey, Paramount, Lynwood, Rancho Dominguez, Willowbrook, Westmont, Lennox, Hawthorne, and Lawndale. According to the 2022 Metro Customer Satisfaction Survey, 73% of current C Line passengers originate from households with very low income, and 74% lack access to personal vehicles for transportation. Furthermore, four out of every five riders on the C Line self-identify as belonging to Black, Indigenous, and/or People of Color (BIPOC) communities. The replacement of the WSA improves the reliability of transportation, and the riders will benefit from it. Approving the award of the Spring Tension Assembly units purchase will minimize rail service disruption for Metro riders who rely

on transit services for their mode of transportation.

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% Disadvantaged Business Enterprise (DBE) goal for this contract award, The recommended firm, Mac Products, Inc. exceeded the goal by making a 6.68% DBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goal 1) Provide high-quality mobility options that enable people to spend less time traveling. This contract will help maintain safety, service, and reliability standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not purchasing or replacing the WSA, but it is not recommended. This option would require a high frequency of single-tracking operations to inspect the WSA and regular closures to replace smaller sections. This could result in premature system failures.

NEXT STEPS

Following the authorization and execution of the contract, the contract will be awarded to a qualified vendor/manufacture to start manufacturing the Spring Tension Assembly units and deliver them to the Metro storeroom per the approved delivery schedule.

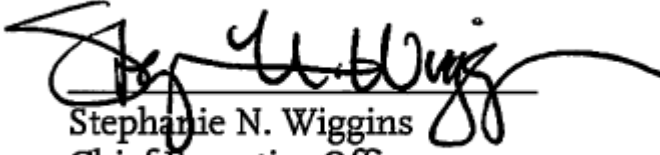
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Kelvin Zan, Executive Officer, Operations Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer