



## Board Report

File #: 2024-0032, File Type: Contract

Agenda Number: 28.

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### 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**

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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.

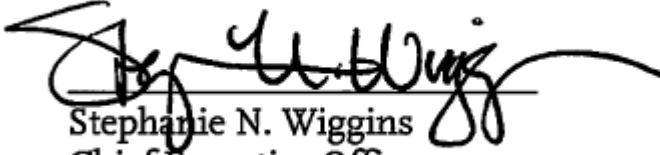
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Reviewed by:  
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Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

## OCS SPRING TENSIONER ASSEMBLY (MA105918000)

1.	<b>Contract Number:</b> MA105918000	
2.	<b>Recommended Vendor(s):</b> MAC PRODUCTS INC.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates :</b>	
	<b>A. Issued:</b> 6/07/2023	
	<b>B. Advertised/Publicized:</b> 6/08/23	
	<b>C. Pre-Bid Conferences:</b> 6/14/23 & 6/20/23	
	<b>D. Bids Due:</b> 7/12/23	
	<b>E. Pre-Qualification Completed:</b> 2/05/2024	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 7/28/23	
	<b>G. Protest Period End Date:</b> 3/27/24	
5.	<b>Solicitations Picked up/Downloaded:</b> 5	<b>Proposals / Bids Received:</b> 2
6.	<b>Contract Administrator:</b> Veda Sargent	<b>Telephone Number:</b> (213) 418-3109
7.	<b>Project Manager:</b> Kelvin Zan	<b>Telephone Number:</b> (213) 617-6264

**A. Procurement Background**

This Board Action is to approve Contract No. MA105918000 to procure Metro C Line (Green Line) Overhead Contact System (OCS) Spring Tensioner Assemblies. The existing C Line OCS system consists of a Simple Auto – Tensioned (SCAT) system with internal balance weights. This project is to replace the existing internal weights with spring tensioners units (Pfister Tensorex or approved equal).

A Request For Proposal (RFP) No. MA105918000 was issued in accordance with Metro's Acquisition Policy and the contract type is Firm Fixed Price (FFP).

Two (2) amendment were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 08, 2023, to provide additional Pre-Proposal Conference details.
- Amendment No. 2, issued on June 12, 2023, Pre- Proposal conference second meeting notification.

A total of two (2) proposals were received on July 12, 2023.

## **B. Evaluation of Proposals**

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. The two bids received are listed below in alphabetical order:

1. Mac Products Inc.
2. SouthWire Company

The PET is comprised of Metro staff members from Wayside System Engineering and Maintenance, Rail MOW Administration, Systems Engineering, and Operations Engineering. The PET conducted a full evaluation which consisted of the technical evaluation which consisted of evaluating, scoring, and ranking each of the proposer's technical capabilities, Quality Assurance, Performance, Inspection and Testing, Packaging and Marketing, Storage and Delivery, Training and Warranty, Assembly of the Spring Tensioners, Certifications, Test Reports, Installation Experience and Technical Support in accordance with the evaluation criteria set forth in the RFP.

The proposals required multiple rounds of clarifications and discussions but were eventually found to be technically and commercially acceptable and in compliance with the requirements of the RFP. The final evaluation scoring was as follows:

EVALUATION	WEIGHTED	WEIGHTED SCORE	
		MAC PRODUCTS INC.	SOUTHWIRE COMPANY
<b>TECHNICAL PROPOSAL (100 POINTS)</b>			
1. Technical Approach	50	39.33	38.88
2. Personnel Availability	25	21.55	21.88
3. Proposed Cost	25	25	23
<b>Total Weighted Score:</b>	100	85.88	83.76
<b>Rank :</b>		1	2

The firm recommended for the award, Mac Products Inc., was found to be responsive with the RFP requirements.

SouthWire Company, although technically capable, their overall score was lower than Mac Products.

**C. Price Analysis**

In accordance with Metro’s Acquisition Policy and Procedures for a competitive acquisition, a price analysis is required. Therefore, staff performed a Price Analysis in compliance with Metro’s Acquisition Policy for competitive acquisitions. The Price Analysis consisted of a comparison of the proposed price against the lowest price proposed against the weighted percentage.

Based on the offers received, Mac Products Inc. submitted the lowest price of \$3,121,820.86, which is 10.29 % lower than the ICE while SouthWire Company offered price of \$3,412,225.94 is 1.89 % lower than ICE.

It is determined that the proposed price from Mac Product Inc. is the best attainable, fair, and reasonable, based on adequate price competition, technical evaluation, and price analysis.

ITEM	MAC PRODUCTS INC.	SOUTHWIRE COMPANY	ICE
OSC SPRING TENSIONER ASSEMBLY UNITS	\$3,121,820.86	\$3,414,224.94	\$3,480,000

**D. Background on Recommended Contractor**

The recommended firm, Mac Products Inc. was established more than 50 years ago and recognized as field leader and producer of products for transmission, distribution and control of electrical power located in South Kearny, New Jersey. Mac Products Inc. is certified ISO 9001-2015 and has a computer integrated information system, state of the art quality and assurance laboratory and is an expert in programming of PLC controls. Mac Products Inc. has also partnered with Metro on the Regional Connector Transit Corridor as well as other transit agencies throughout the United States.

## DEOD SUMMARY

**PURCHASE OF OVERHEAD CATENARY SYSTEM (OCS) SPRING TENSION  
ASSEMBLY UNITS FOR C LINE OCS SYSTEM OVERHAUL / MA105918**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. Mac Products, Inc. exceeded the goal by making a 6.68% DBE commitment.

<b>Small Business Goal</b>	<b>2% DBE</b>	<b>Small Business Commitment</b>	<b>6.68% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	TJD Trucking	African American	6.68%
<b>Total Commitment</b>			<b>6.68%</b>

**B. Local Small Business Enterprise (LSBE) Preference**

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**D. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**E. 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.