Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0827, **File Type:** Contract **Agenda Number:** 28.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025**

SUBJECT: P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month firm fixed price contract, Contract No. OP127799000, to W. Baker Management dba UKM Transit Products (UKM) for the P3010 Light Rail Vehicle (LRV) Master Controller Overhaul, in the Not-To-Exceed (NTE) amount of $1,912,500.00, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM), Schaltbau North America, Inc., identified and established an equipment overhaul schedule for the master controller assembly at the 600,000-mile interval for Metro's P3010 Light Rail Vehicles. This overhaul is not routine maintenance but a complete teardown, inspection, and replacement of worn parts with new ones. The master controller assembly, via train operator, initiates acceleration and braking commands controlling vehicle movement. Overhauling master controllers at this interval minimizes equipment failures while maintaining the fleet in a constant state of good repair.

BACKGROUND

At its August 2012 Regular Board Meeting, the Board awarded Kinkisharyo International, LLC, a contract for the purchase of 78 P3010 Light Rail Vehicles, including four options for a total of 235 vehicles. The P3010 fleet was placed in service between 2016-2023, and operates on all of Metro's light rail lines, including the recently opened Regional Connector.

The P3010 fleet is Metro's newest and most reliable light rail fleet, with consistent performance, reliability, and safety at over 104,568,921 fleet miles. To maintain reliability and safety, component-level overhauls are required on its key systems.

The P3010 fleet Car builder and OEM identified and established a component overhaul plan/schedule for the overhaul of key vehicle systems occurring at the 600,000-mile interval. Currently, cars within the P3010 fleet range between 400,000 to 600,000 miles. The master controller assembly provides acceleration and braking commands and is equipped with a "dead man"

feature that, upon train operator release, commands the vehicle to stop in the event of an emergency.

The P3010 light rail car fleet manufacturer, Kinkisharyo, along with its sub-suppliers, identified component-level overhauls to vehicle systems, such as friction brake, propulsion, truck assembly (inclusive of traction motor and gearbox), propulsion, doors, auxiliary power supply, coupler, pantograph, as well as Heating Ventilation and Air Conditioning (HVAC) equipment. The P3010 component-level overhaul projects necessitate Board authorization for 10 separate contracts over a 5 -year period. To date, the Board has approved 6 of 10 overhaul or new purchase contracts, including friction brake, truck systems, battery, slewing ring, high-speed circuit breaker, and coupler contracts.

DISCUSSION

The P3010 fleet Component Overhaul project consists primarily of the repair and replacement of vehicle wear items that require overhaul or replacement of the vehicle's 30-year design life with targeted mileage intervals of 600,000 miles. Rail Fleet Services (RFS) staff will perform the removal, installation, and testing of the overhauled or new equipment.

Metro's Transit Vehicle Engineering (TVE) Department, along with RFS staff, performed a technical review of the OEM component overhaul tasks and are in concurrence with the work scope and overhaul schedule as described in the Heavy Repair Maintenance Manual. TVE developed the Statement of Work for this project, ensuring the Contractors followed Federal Transit Administration (FTA), Association of American Railroads (AAR), California Public Utilities Commission (CPUC), and Metro's Corporate Safety Standards.

The railcar manufacturer recommends an overhaul of the master controller assembly at the 600,000-mile interval for electronic calibration and replacement of wear items, including mechanical components, limit switches, cam lobes, and electronic components.

DETERMINATION OF SAFETY IMPACT

Passenger safety is of the utmost importance to Metro. The master controller assembly, two per LRV, is an integral component of the LRV operation as the interface between the train operator and vehicle for safe and reliable operations. Timely replacement of these components will ensure that safety is preserved by overhauling the master controller assemblies into new condition as identified by the OEM, while achieving regulatory compliance within state and federal regulations, including Metro's corporate safety standards.

FINANCIAL IMPACT

Funding in the amount of $1,912,500 for the master controller assembly overhaul is included in the FY26 budget under approved Capital Project (CP) 214009 - P3010 Fleet Component Overhaul.

Since this is a multi-year project, the cost center Component Overhaul Superintendent, Division Director, and Sr. Executive Officer of Rail Fleet Services will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current source of funds for this action is Measure M State of Good Repair 2%. This funding is eligible for Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's P3010 LRV fleet provides vital transportation services throughout the City and County of Los Angeles via the A, C, E, and L lines. This includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. Metro's LRV maintenance programs maintain the fleet's operations within federally mandated State of Good Repair standards, ensuring reliable service, especially for those within the communities that rely on public transportation.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through rail vehicle equipment purchase activities that will ensure the safety and reliability of Metro rail lines further encouraging transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the P3010 LRV master controller assembly overhaul supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. This component-level overall project ensures sustained fleet reliability, including safe, accessible, and affordable transportation for all riders of Metro's light rail system. The recommendation supports Metro's Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within Metro organization. Contract Modification Authority and Contract extension safeguard overhaul production continuance while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative is to defer the master controller assembly overhaul. However, this alternative is not recommended as the master controller is a vital and safety-sensitive component that could result in equipment failure to stop as required in the event of an operator emergency.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP127799000 for P3010 LRV master controller assembly with UKM. The staff will return to the Board for approval of additional overhaul contract awards, including heating ventilation/air-conditioning, and pantograph overhauls.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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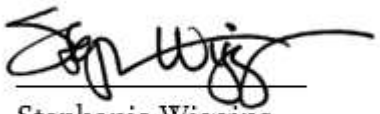

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL / OP127799000

1.	**Contract Number**: OP127799000	
2.	**Recommended Vendor**: W. Baker Management dba UKM Transit Products	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 01-14-2025	
	B. Advertised/Publicized: 01-14-2025	
	C. Pre-Proposal Conference: 01-22-2025	
	D. Proposals Due: 03-07-2025	
	E. Pre-Qualification Completed: 04-02-2025	
	F. Ethics Declaration Forms submitted to Ethics: 03-10-2025	
	G. Protest Period End Date: October 21, 2025	
5.	**Solicitations Downloaded**: 26	**Proposals Received**: 5
6.	**Contract Administrator**: Aniza Wan Nawang	**Telephone Number**: 213-922-4677
7.	**Project Manager**: Richard Lozano	**Telephone Number**: 323-224-4042

A. Procurement Background

This Board Action is to approve the award of Contract No. OP127799000 to W.Baker Management dba UKM Transit Products (UKM) issued in support of the P3010 Light Rail Vehicle master controller overhaul. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On January 14, 2025, Request for Proposals (RFP) No. OP127799 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE and/ Disabled Veteran Business Enterprise (DVBE)(SBE/DVBE)) participation goals for this procurement due to lack of subcontracting opportunities.

Six (6) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 28, 2025, clarified the details of the master controller;
- Amendment No. 2, issued on February 19, 2025, extended the proposal due date and other critical dates;
- Amendment No. 3, issued on February 24, 2025, modified the milestone payment schedule;

- Amendment No. 4 issued on March 5, 2025, modified the Proposal Letter and SBE/DVBE Forms submission
- Amendment No. 5 issued on May 8, 2025, Best and Final Offer.
- Amendment No. 6 issued on June 13, 2025, Best and Final Offer II.

A total of twenty-six (26) firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on January 22, 2025, and was attended by twenty (20) participants representing four (4) firms. There were twenty-five (25) questions received for this RFP and responses were provided prior to the proposal due date.

A total of five (5) proposals were received by the due date of March 7, 2025 and are listed below in alphabetical order:

1. AmeTrade Inc. dba AmePower (AmePower)
2. EB Electronics, LLC dba Bohr Electronics (Bohr)
3. Schaltbau North America (Schaltbau)
4. Technical Services and Logistics, Inc. (TSL)
5. W.Baker Management dba UKM Transit Products (UKM)

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Rail Vehicle Maintenance, Rail Fleet Services and Transit Vehicle Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Proposed Work Scope - 30 percent
- Technical Capability - 20 percent
- Price - 20 percent
- Past Performance - 15 percent
- Project Management - 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar overhaul campaign projects. Several factors were considered in developing these weights, giving the greatest importance to the understanding of the scope of services, technical capability of proposers as well as the proposed price.

During the week of May 5, 2025, discussions were conducted with proposers to discuss relative strengths and weaknesses of each proposal. Subsequently, on May 8, 2025 and June 13, 2025 Metro issued requests for Best and Final Offer (BAFO) and BAFO II respectively. These BAFO requests addressed clarifications made during the discussions and qualifications submitted by the proposer.

One (1) proposer, Bohr was determined to be non-responsive as they submitted qualifications which were not compliant with the requirements of the solicitation and were excluded from further evaluation.

Four (4) other proposals were determined to be responsive, responsible and qualified to perform the services based on the RFP requirement.

The four (4) firms within the competitive range are listed below in alphabetical order:

1. AmeTrade Inc. dba AmePower (AmePower)
2. Schaltbau North America (Schaltbau)
3. Technical Services and Logistics, Inc. (TSL)
4. W.Baker Management dba UKM Transit Products (UKM)

Qualifications Summary of Firms within the Competitive Range:

AmePower
AmePower, founded in 2022 and based in Miami, FL, specializes in design, modernization and manufacturing power electronic systems. AmePower products include advanced propulsion inverters, auxiliary power supplies, and battery chargers and propulsion inverters. AmePower has experience in overhaul projects with transit agencies including New Jersey Transit, Massachusetts Bay Transit Authority (MBTA), RTD Denver, Washington DC Streetcar, Metro Rail Houston and LA Metro.

Schaltbau
Schaltbau is a wholly owned subsidiary of Schaltbau GmbH, established in 2001 and based in Happauge, New York. Schaltbau supports the North American market with railway products from contactors, snap action switches, control devices and high voltage equipment primarily for railway applications. Schaltbau is the OEM manufacturer for the P3010 master controllers and an existing vendor with Metro.

TSL
TSL is a Santa Ana, CA based company founded in 2008 specializing in light rail electronic communication and computer systems including electronic and precision repair and maintenance within the rail industry with a focus in high quality repair and extending equipment life to optimize client's assets.

UKM
UKM Transit Products is a specialized manufacturer with over 70 years of experience providing custom metalworking and engineered components for passenger railcars. The company focuses on delivering high quality, durable products for regional, metro and light rail transit systems. UKM is headquartered in Harleysville, Pennsylvania and in 2021 became part of Irwin Car & Equipment, expanding its expertise in rail transit manufacturing. Its previous clients include Chicago Transit Authority (CTA), Kawasaki Rail Cars and Siemens.

The final evaluation scoring is shown as follows:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
	AmePower				
1	Proposed Work Scope	83.56	30%	25.07	
2	Technical Capability	85.73	20%	17.15	
3	Price	75.05	20%	15.01	
4	Past Performance	83.27	15%	12.49	
5	Project Management	75.00	15%	11.25	
	Total Weighted Score		**100%**	**80.97**	**2**
	Schaltbau				
1	Proposed Work Scope	73.13	30%	21.94	
2	Technical Capability	76.20	20%	15.24	
3	Price	78.95	20%	15.79	
4	Past Performance	82.73	15%	12.41	
5	Project Management	81.33	15%	12.20	
	Total Weighted Score		**100%**	**77.58**	**4**
	TSL				
1	Proposed Work Scope	72.67	30%	21.80	
2	Technical Capability	76.85	20%	15.37	
3	Price	94.75	20%	18.95	
4	Past Performance	78.00	15%	11.70	
5	Project Management	79.33	15%	11.90	
	Total Weighted Score		**100%**	**79.72**	**3**
	UKM				
1	Proposed Work Scope	75.67	30%	22.70	
2	Technical Capability	77.20	20%	15.44	
3	Price	100.00	20%	20.00	
4	Past Performance	73.93	15%	11.09	
5	Project Management	87.00	15%	13.05	
	Total Weighted Score		**100%**	**82.28**	**1**

C. Cost / Price Analysis

The recommended price has been determined to be fair and reasonable based on the price analysis, adequate price competition, and comparison to the Independent Cost Estimate (ICE), technical evaluation, fact finding and discussions with the proposer.

	Proposer Name	BAFOII Proposal Price	Metro ICE
1	AmePower	$2,548,772.89	$1,920,000.00
2	Schaltbau	$2,423,108.70	$1,920,000.00
3	TSL	$2,018,325.00	$1,920,000.00
4	UKM	$1,912,500.00	$1,920,000.00

D. Background on Recommended Contractor

The recommended proposer, UKM is headquartered in Harleysville, PA and has been in business since 1944. Previously, UKM has completed master controller overhaul work for New Jersey Transit (NJT) and Niagara Frontier Transportation Authority (NFTA) as well as other component overhaul projects for other transit agencies: Toronto Transit Commission (TTC), Chicago Transit Authority (CTA), and Massachusetts Bay Transportation Authority (MBTA). UKM is a new vendor to Metro and their performance has been satisfactory based on a reference check conducted with previous clients.

DEOD SUMMARY

P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER ASSEMBLY / OP127799

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service. W. Baker Management dba UKM Transit Products will perform the services with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. 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.

P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL

OCTOBER 16, 2025

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award 60-month firm fixed price contract, Contract No. OP127799000 to W. Baker Management dba UKM Transit Products (UKM) for the P3010 Light Rail Vehicle (LRV) Master Controller Overhaul, in the Not-To-Exceed (NTE) amount of $1,912,500.00, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

W. Baker Management dba UKM Transit Productions

NUMBER OF BIDS/PROPOSALS

	Proposer Name	BAFO Proposal
1	AMEPower	$2,548,772.89
2	Schaltbau North America	$2,423,108.70
3	Technical Services and Logistics, TSL	$2,018,325.00
4	W. Baker Management dba UKM Transit Products	$1,912,500.00

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) does not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to a lack of subcontracting opportunities.

Metro

ISSUE & DISCUSSION (cont.)

ISSUE

The Original Equipment Manufacturer (OEM), identified and established an equipment overhaul schedule for the master controller assembly at the 600,000-mile interval to ensure equipment reliability and passenger safety.

DISCUSSION

The master controller assembly is a critical system providing the interface between the train operator the vehicle during propulsion and braking modes. This overhaul includes a teardown, inspection, and replacement of worn parts including a comprehensive testing ensuring vehicle safe operations while maintaining the P3010 fleet in a constant state of good repair.

Metro