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

File #: 2025-0859, **File Type:** Contract **Agenda Number:** 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KIT

ACTION: AWARD CONTRACT

RECOMMENDATION

CONSIDER:

A. FINDING that the procurement of Metro Bus Engine Cooling System Rebuild Kit under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and

B. AUTHORIZE the Chief Executive Officer to award a single source, one-year, Indefinite Delivery, Indefinite Quantity Contract No. SD129781000 to Engineered Machined Products, Inc. (EMP) for 140 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The one-year contract is for a total Not- To- Exceed (NTE) contract amount of $807,154.60 inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

The proposed cooling system kits are manufactured and sold by EMP to rebuild the EMP cooling system originally installed by the bus manufacturer, New Flyer. The original cooling system installed in the New Flyer buses is proprietary to EMP and cannot be copied or duplicated by others. This procurement is required to ensure the current bus midlife/engine replacement program can continue without delays and that revenue service is not impacted.

Shop requirements have a set number of kit deliveries that are needed monthly to keep up with production activities at our Central Maintenance Facility. A steady flow of kit deliveries is crucial to our production process to meet our goals towards completing the current midlife project.

BACKGROUND

The midlife program has been using these kits for the existing production run on the Xcelsior bus

fleet. The quantities set in this award reflect the small balance of what is needed to complete this project. The quantities are much lower than the previous contract because staff is coming to the end of this production run and starting up with a different series of buses that do not require these kits.

When this production run is completed, staff will no longer require these kits and will support the fleet by procuring the individual parts separately and as needed to repair the buses in the divisions.

DISCUSSION

Engine cooling systems ensure the proper operating temperatures for the near-zero Cummins L9N engines installed in buses as part of the midlife refurbishment program. These engine cooling systems are required for all Metro buses with internal combustion engines. In the future, different cooling systems will be required to maintain proper temperatures for electric bus energy storage, inverters, and drive systems.

The contract to be awarded is a “requirements type” agreement in which Metro commits to ordering only from the awardee, up to the specified quantity, for a specific duration of time. However, Metro is not obligated or committed to ordering any specific quantity of the engine cooling system kits that may be required. The bid quantities are estimates only, with deliveries ordered and released as required.

The EMP engine cooling system kits will be purchased, maintained in inventory, and managed by Material Management. As the EMP engine cooling system kits are issued to buses being refurbished in the midlife program, the appropriate budget project numbers and accounts will be charged.

Findings

The New Flyer Xcelsior 3850-4199 series buses are scheduled for refurbishment as part of the Central Maintenance Shops (CMS) through the bus midlife program. CMS production reports indicate approximately 140 bus midlife refurbishments and engine replacements are projected for the current fiscal year. In the past, CMS installed complete electric fan engine cooling systems to replace hydraulic cooling systems, requiring intense maintenance labor activities. Since the New Flyer Xcelsior buses came equipped with EMP electric fan engine cooling systems, CMS evaluated rebuilding the existing EMP electric fan engine cooling system, rather than the costly replacement of the entire cooling system.

Considerations

A study was conducted to determine the reliability of each component of the engine cooling system. The analysis revealed a low replacement rate for the radiator and charge air cooler on the original EMP engine cooling systems but identified a trend of increased usage of fans and electrical components. Based on this information, staff determined that the most cost-effective option was to rebuild the existing EMP radiator and charge air cooler at the CMS and purchase the engine cooling system kit. The kit includes new fans, electrical harnesses, master controller, steel frame and shroud, door seals, and related hardware. This yields a 50 percent lower cost over the purchase of all components in the engine cooling system.

DETERMINATION OF SAFETY IMPACT

The award of this contract will result in a positive impact on safety by maintaining the engine's cooling system at the proper operating temperature, therefore keeping the engine from overheating while in service.

FINANCIAL IMPACT

Funding of $807,154.60 for these EMP engine cooling system kits is included in the FY26 budget under account 50441, Parts - Revenue Vehicle, in the Central Maintenance cost center 3366 under project 203050 midlife refurbishment program and 203025 bus engine replacement projects.

Impact to Budget

The current source of funds for this action will come from Federal, TDA, and Proposition C operating eligible sources.

EQUITY PLATFORM

The benefits of this action are to ensure the bus fleet that serves most regions in Los Angeles County, including many underserved communities, can provide vital transportation services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an important lifeline for the residents in underserved communities, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) recommended a two percent (2%) DBE goal for this solicitation. While Engineered Machined Products, Inc. made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in the staff recommendation.

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's 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 operational, equipment purchase,

and maintenance activities that will improve and further encourage 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

The procurement of EMP engine cooling system kits supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The installation of the EMP Engine Cooling System Kits will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative for this action is to not move forward with this contract award and continue to reuse all of the parts associated with this Cooling System Rebuild Kit. This alternative is not preferred due to the items in this kit being identified as high-wear items. The Bus Midlife program's focus is to make all of the buses that go through the program safer and more reliable for revenue service. Reusing these parts would result in increased bus road calls and lower the reliability of the buses in service.

NEXT STEPS

Upon approval by the Board, staff will execute Contract SD129781000, and the purchase of the engine cooling system kits for the bus midlife refurbishment and near-zero Cummins L9N engine replacement program will occur over a 12-month period following the award.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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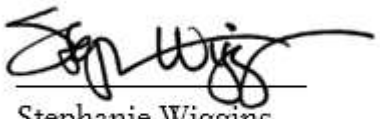

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BUS ENGINE COOLING SYSTEM REBUILD KIT

CONTRACT NO. SD129781000

1.	**Contract Number**: SD129781000	
2.	**Recommended Vendor**: Engineered Machined Products, Inc. (EMP), 3111 N. 28th Street, Escanaba, MI	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☒ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 7/25/25	
	B. Advertised/Publicized: N/A Sole Source	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 9/3/25	
	E. Pre-Qualification Completed: 9/22/25	
	F. Conflict of Interest Form Submitted to Ethics:9/17/25	
	G. Protest Period End Date: 11/25/25	
5.	**Solicitations Picked up/Downloaded**: 0	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: **Joshua Haskins**	**Telephone Number**: **213/922-1035**
7.	**Project Manager**: **David Ball**	**Telephone Number**: **213/922-5895**

A. Procurement Background

This Board Action is to approve Contract No. SD129781000 for the procurement of Electric Cooling System Kits. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

A Request for Proposal (RFP) No. SD129781 was issued to the Original Equipment Manufacturer (OEM) Engineered Machined Products, Inc. (EMP) on July 25, 2025, in accordance with Metro's Acquisition Policy and the contract type is a Not-To-Exceed (NTE) Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this RFP.

B. Evaluation of Proposal

In accordance with Metro's Acquisition Policy and Public Utility Code (PUC) 130233, staff entered negotiations for a non-competitive contract with Engineered Machined Products, Inc. (EMP).

The proposal provided by EMP was found to be technically acceptable and fully responsive to the RFP and technical requirements.

C. Cost Analysis

In accordance with Metro's Acquisition Policy for a non-competitive procurement a cost analysis was performed. The recommended proposed price from EMP has been determined to be fair and reasonable based upon fact findings, technical evaluation and cost analysis conducted by staff. The negotiated amount is 2.9% greater than Metro's ICE due to increased cost of steel, import freight surcharges and other costs of raw materials.

Proposer Name	Metro ICE	Negotiated Amount
Engineered Machine Products, Inc. (EMP)	$784,817	807,155

D. Background on Recommended Contractor

The recommended firm, EMP, has been in business for forty-two (42) years and is a leader in Precision Machining and Manufacturing, Engineering Services, R&D Testing, Protypes and Aftermarket Retrofitting of Thermal Management Systems. EMP has provided extensive experience in supplying new and rebuilt to other municipalities and companies such as WMATA, Baltimore, NYCT, NJT, Riverside, METC, Miami Dade, MESA, NFI, Gillig, Eldorado, MCI, New Flyer, Orio, CAT, Cummins and John Deere. EMP has provided satisfactory products and services to Metro.

DEOD SUMMARY

BUS ENGINE COOLING SYSTEM REBUILD KIT / SD129781000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% Disadvantaged Business Enterprise (DBE) goal for this procurement. While Engineered Machined Products, Inc. made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in the staff recommendation.

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.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

VEHICLE MAINTENANCE & ENGINEERING

BUS ENGINE COOLING SYSTEM REBUILD KITS

Metro

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

CONSIDER:
A. FINDING that the procurement of Metro Bus Engine Cooling System Rebuild Kit under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and

B. AUTHORIZING the Chief Executive Officer to award a single source, one-year, Indefinite Delivery, Indefinite Quantity Contract No. SD129781 to Engineered Machined Products, Inc. (EMP) for 140 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The one-year contract is for a total not to exceed contract amount of $807,154.60 inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.
(2/3 Board Member Vote Required)

Metro

ISSUE & DISCUSSION

AWARDEE - Engineered Machined Products, Inc. (EMP)

NUMBER OF BIDS – 1 (Sole Source)

- EMP - $807,154.60

DEOD COMMITMENT – 2%

ISSUE

The proposed cooling system kits are manufactured and sold by EMP to rebuild the EMP cooling system originally installed by the bus manufacturer, New Flyer. The original cooling system installed in the New Flyer buses is proprietary to EMP and cannot be copied or duplicated by others

DISCUSSION

Engine cooling systems ensure the proper operating temperatures for the near-zero Cummins L9N engines being installed in buses as part of the midlife refurbishment program.

Metro