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

File #: 2026-0564, **File Type:** Contract **Agenda Number:** 34.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026**

SUBJECT: HI RAIL SWING LOADERS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract, Contract No. DR135489 for six swing loaders with hi-rail gears to SWNG Inc. (DBA Swingmaster), the lowest responsive and responsible bidder, for a total contract amount of $2,573,400, plus applicable California's use tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for the replacement and expansion of Metro-owned and operated swing loaders utilized by the Maintenance of Way (MOW) department to support Rail revenue services. This specialized equipment ensures that track maintenance personnel have the reliable tools necessary to perform daily track maintenance and respond to emergencies throughout Los Angeles County.

Given ongoing rail expansion, this equipment is vital to meet system integration milestones, adhering to project timelines, and supporting future maintenance demands. Additionally, the equipment will be used to maintain Metro's rail tracks, ensuring full compliance with California Public Utility Commissions (CPUC) rules and regulations.

BACKGROUND

Swing loaders equipped with hi-rail gearing are highly versatile, specialized vehicles designed to operate both on highway roads and directly on rail tracks. They are the primary workhorses for MOW track crews, used to lift and replace heavy rail ties, clear track debris, distribute ballast, and perform critical rail welding and maintenance operations.

Currently, Metro's MOW department operates an aging fleet of swing loaders that have exceeded their useful life cycle, leading to increased maintenance downtime and higher repair costs. Replacing three of these legacy units is critical to avoiding service delays. Furthermore, with the ongoing expansion of Metro's rail network, including recent and upcoming extensions, three additional units are required to support the increased track mileage and keep pace with system integration milestones. MOW oversees 250 miles of main tracks and seven rail yards, with approximately 67 miles of tracks slated to be added in the near future.

DISCUSSION

Findings

Metro issued an Invitation for Bids (IFB) to secure heavy-duty, utility-grade track maintenance vehicles. Bids were evaluated based on technical compliance, delivery timelines, and cost. SWNG Inc. was determined to be the lowest responsive and responsible bidder meeting all of Metro's technical specifications. The procured units will feature updated emissions-compliant engines, improved cabin safety structures, and advanced hi-rail guidance systems to optimize crew safety and operational efficiency.

Considerations

Without these replacement and expansion units, Metro faces a high risk of operational bottlenecks. Legacy equipment failures directly lead to extended maintenance windows, which can delay morning rail rollouts and disrupt passenger service. Additionally, expanding the fleet by three units is the minimum operational threshold required to properly service the newly added track miles across the expanding system.

DETERMINATION OF SAFETY IMPACT

Approval of this contract will have a direct, positive impact on safety standards across Metro’s rail network. Track geometry, rail wear, and track bed stability require daily monitoring and remediation. Providing MOW crews with reliable swing loaders ensures that track defects are repaired swiftly, reducing the risk of slow zones, rail damage, or derailments. Maintaining this equipment is essential to ensuring full compliance with the CPUC General Orders governing track safety.

FINANCIAL IMPACT

The recommended award of $2,573,400, plus applicable California’s use tax, is budgeted within the Life of Project (LOP) limits for Capital Project 205668, 208613, and 208614, under Cost Center 3960 and 3790, Account 53102, Acquisition of Equipment.

Impact to Budget

The current source of funds for this action is funding from the Transportation Development Act. These funds are eligible for use on Capital and Operating expenses. Allocating these funds to this effort maximizes project funding use given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide the support equipment to ensure the system remains in a state of good repair. By deploying these assets throughout the rail service area (A, C, E, B/D, K Lines, and Monrovia Yard), MOW departments can enhance maintenance efficiency and improve service reliability as the system expands. Ensuring a state of good repair is crucial to the system’s safety and directly impacts our riders, particularly those in Equity Focus Communities who primarily rely on public transit to meet

their daily needs.

The Diversity and Economic Opportunity Department did not establish a Small Business Enterprise) / Disabled Veteran Business Enterprise goal for this solicitation due to the lack of subcontracting opportunities.

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 equipment purchase activities that will provide the essential maintenance machinery required to keep our rail lines safe, reliable, and operational. 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

This recommendation supports Strategic Plan Goal #1: Provide high-quality mobility options that enable people to spend less time traveling. By modernizing and expanding Metro's maintenance fleet, MOW can conduct track repairs faster and more reliably, directly minimizing transit delays, reducing unplanned system disruptions, and improving overall passenger ride quality.

ALTERNATIVES CONSIDERED

An alternative considered but not recommended is to lease the equipment. However, leasing introduces potential end-of-contract costs for wear and tear, body damage, and other liabilities, resulting in total expenses that exceed direct vehicle ownership. Furthermore, Metro would be unable to easily modify and reassign these highly specialized vehicles between different rail departments to meet distinct operational demands. This alternative would also lock Metro into a recurring contract cycle with the vendor, reducing long-term fleet flexibility. Therefore, leasing is not recommended.

NEXT STEPS

Following the execution of the contract, the vendor will place an order for the equipment and commence delivery upon receipt from the manufacturer. The delivery of all six swing loaders is scheduled for mid-year 2027.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

HI-RAIL SWING LOADERS/DR135489000

1.	**Contract Number**: DR135489000	
2.	**Recommended Vendor**: SWNG Inc. (DBA Swingmaster)	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 6/8/2026	
	B. Advertised/Publicized: 6/5/2026	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 7/9/2026	
	E. Pre-Qualification Completed: 8/21/2026	
	F. Ethics Declaration Forms Submitted to Ethics: 7/9/2026	
	G. Protest Period End Date: 9/22/2026	
5.	**Solicitations Downloaded**: 13	**Bids Received**: 1
6.	**Contract Administrator**: Mark Lu	**Telephone Number**: 213-922-4689
7.	**Project Manager**: Alan Tang	**Telephone Number**: 562-658-0231

A. Procurement Background

This Board Action is to approve Contract No. DR135489000 to SWNG Inc. (DBA Swingmaster) for the purchase of six (6) hi-rail swing loaders to support the Maintenance of Way (MOW) department to replace aging equipment and to meet increasing services demands. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. DR135489 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) goal due to the lack of subcontracting opportunities.

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

A total of thirteen (13) firms downloaded the IFB and were included in the planholders' list. There were no questions received for this IFB.

A single bid was received on July 9, 2026 from SWNG Inc., (DBA Swingmaster).

A market survey was conducted of the thirteen (13) firms that downloaded the solicitation. The results of the market survey demonstrate that one firm submitted a bid; three firms were railroad equipment providers and didn't have the equipment that would meet Metro's requirement; one is a railroad materials supplier, and the others were Machinery, Equipment, and Supplies Merchant Wholesalers, a recruitment company, a media company, online auto parts dealer, industrial equipment supplier,

insurance broker, and a bid management company, who were not able to provide the hi-rail swing loaders to Metro.

The results of the market survey indicated that factors beyond Metro's control resulted in a single bid and that the procurement could proceed as there was an adequate expectation of competition.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid.

The recommended firm, SWNG Inc. (DBA Swingmaster), the single responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from SWNG Inc. (DBA Swingmaster) is determined to be fair and reasonable based on the expectation of adequate price competition and the Independent Cost Estimate (ICE).

Bidder Name	Metro ICE	Bid Amount
SWNG Inc. (DBA Singmaster)	$2,784,438	$2,573,400

D. Background on Recommended Contractor

The recommended firm, SWNG Inc. (DBA Swingmaster), located in Franklin Park, Illinois, has been in business for 41 years. It specializes in the design, custom engineering, and manufacturing of heavy-duty lifting equipment, specialized attachments, parts, and process machinery. Its primary market is the railroad construction and maintenance industry, supplying major international and domestic rail operators with robust equipment used to lay, maintain, and repair railway tracks.

Since 1996, SWNG Inc. (DBA Swingmaster) has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

HI-RAIL SWING LOADERS/DR135489000

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 subcontracting opportunities. SWNG Inc. DBA Swingmaster is expected to perform the work of this contract with its own workforce.

B. Living Wage 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 (PLA/CCP)

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.

E. 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.

HI RAIL SWING LOADERS

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract, Contract No. DR135489 for six swing loaders with hi-rail gears to SWNG Inc. (DBA Swingmaster), the lowest responsive and responsible bidder, for a total contract amount of $2,573,400, plus applicable California's use tax, subject to the resolution of any properly submitted protest(s), if any.

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ISSUE & DISCUSSION

AWARDEE

SWNG Inc., DBA Swingmaster

NUMBER OF BIDS/PROPOSALS

A single bid was received on July 9, 2026, from SWNG Inc., (DBA Swingmaster) in the amount of $2,573,400, following a solicitation of a total of thirteen (13) firms downloaded the Invitation For Bid (IFB).

DEOD COMMITMENT

The Diversity and Economic Opportunity Department did not establish a Small Business Enterprise / Disabled Veteran Business Enterprise goal for this solicitation due to the lack of subcontracting opportunities.

Metro

ISSUE & DISCUSSION…continued

ISSUE

This procurement provides six Metro-owned swing loaders comprising three replacements and three expansions for the Maintenance of Way department to support Rail revenue services and emergency response across Los Angeles County. This specialized equipment is vital for routine track maintenance, meeting rail expansion milestones, adhering to project timelines, and ensuring full compliance with California Public Utilities Commission (CPUC) regulations.

MOW oversees 250 miles of main tracks and seven rail yards, with approximately 67 miles of tracks slated to be added in the near future.

Metro

ISSUE & DISCUSSION…continued

DISCUSSION

This purchase delivers essential heavy-duty machinery required to maintain safe, reliable rail infrastructure and prevent service disruptions across Metro's transit corridors. Specifically, these swing loaders will be deployed for ballast handling, material distribution, and emergency track repairs to support ongoing system operations and upcoming network expansions.

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