



Board Report

File #: 2025-0616, **File Type:** Contract

Agenda Number: 34.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 18, 2025

SUBJECT: A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 66-month firm fixed price contract, Contract No. RR127894000 to Dellner, Inc. for the A650 Heavy Rail Vehicle (HRV) Coupler Overhaul in the amount Not-To-Exceed (NTE) \$3,120,000, subject to the resolution of any properly submitted protest (s), if any.

ISSUE

The Original Equipment Manufacturer (OEM), Wabtec, identified and established an equipment overhaul schedule for coupler assembly at a 5-year interval. These projects are at 90% completion with the next cycle of overhauls beginning early 2026, including the coupler assembly overhaul.

BACKGROUND

The A650 Heavy Rail Vehicle (HRV) Fleet consists of 26 based-buy vehicles and 74 option-buy vehicles for a combined 32 years of revenue service operations. The option-buy fleet is currently undergoing a Component Overhaul Program for five major systems, inclusive of friction brakes, traction motor, gearbox, semi-permanent drawbar, and low voltage power supply replacement due to parts obsolescence. This overhaul is not routine maintenance but a complete teardown, inspection, and replacement of worn parts with new ones. The coupler assembly provides mechanical and electrical coupling between railcars, as there are 2 couplers per HRV. Overhauling couplers at this interval minimizes equipment failures while maintaining the fleet in a constant state of good repair. This procurement is for the overhaul of the HRV Coupler Assembly, encompassing the overhaul of 100 couplers, or 50 kits, including spares.

DISCUSSION

The A650 fleet component overhaul projects consist primarily of the repair and replacement of vehicle wear items that require overhaul or replacement of the vehicle's 30-year design life. Since the option fleet is at mid-life, the fleet is now programmed for a modernization overhaul. Of note, the

component overhaul program consists of those items not included in the modernization overhaul, as they are technically preventive maintenance overhauls, including coupler assembly overhaul.

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

The coupler assembly consists of mechanical and electrical components, including the mechanical coupler assembly, buffer, electrical cables, and coupler head assembly for trainline functions. Wear and tear of these components is expected, which prompts periodic overhauls accomplished by a Contractor with specialized training, tools, and equipment.

DETERMINATION OF SAFETY IMPACT

The A650 coupler assembly is an integral component of the HRV, as the mechanical/electrical interface between trains is used for safe and reliable operations. Timely replacement of these components will ensure that safety is preserved by overhauling the coupler assemblies into new conditions as defined by the OEM, while achieving regulatory compliance with state and federal regulations.

FINANCIAL IMPACT

Funding in the amount of \$500,000 for the coupler assembly overhaul project is included in the FY26 budget under approved Capital Project (CP 214007) in the amount of \$11,000,000 Life-of-Project (LOP) in cost center 3942, Rail Fleet Service Maintenance.

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 Operating Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's HRV fleet provides vital transportation services throughout Center City and the County of Los Angeles via the B and D lines, which connect downtown Los Angeles to North Hollywood, and will connect Koreatown and the Wilshire/Western area to Century City and Westwood with the future D Line extension. The B and D subway system includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. Implementation of the coupler overhaul campaign safeguards the A650 fleet availability and reliability,

thereby ensuring continued service on the B and D Lines as well as minimizes service disruptions for transit riders.

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 firms that perform this service. Dellner, Inc. listed two non-certified firms to perform the services of this contract.

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.

This item supports Metro's systemwide strategy to reduce VMT through operational equipment purchase activities that will maintain 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

Approval of the A650 fleet coupler assembly overhaul supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. This component-level overhaul project ensures sustained fleet reliability, including safe, accessible, and affordable transportation for all riders of Metro's subway system. The recommendation supports Metro Strategic Plan Goal 5: Provide Responsive, Accountable, and Trustworthy governance within the Metro organization. CMA and Contract extension safeguard overhaul production continuity while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative is to defer the coupler assembly overhaul. However, this alternative is not recommended as the coupler is a vital and safety-sensitive component that could cause mechanical failure with no coupling for multiple trains and create a risk to passenger safety.

NEXT STEPS

Upon Board approval, staff will execute Contract No. RR127894000 for the A650 HRV Coupler Assembly Overhaul with Dellner, Inc.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

PROCUREMENT SUMMARY

**A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY
OVERHAUL/RR127894000**

1.	Contract Number: RR127894000	
2.	Recommended Vendor: Dellner, Inc.	
3.	Type of Procurement (check one): ☐ IFB ☒ RFP ☐ RFP-A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates :	
	A. Issued : January 31, 2025	
	B. Advertised/Publicized: January 31, 2025	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: March 24, 2025	
	E. Pre-Qualification Completed: March 24, 2025	
	F. Ethics Declaration Forms submitted to Ethics: March 25, 2025	
	G. Protest Period End Date: September 23, 2025	
5.	Solicitations Downloaded: 9	Bids/Proposals Received: 2
6.	Contract Administrator: Jessica Omohundro	Telephone Number: (213) 922-4790
7.	Project Manager: Richard Lozano	Telephone Number: (213) 792-8047

A. Procurement Background

This Board Action is to approve Contract No. RR127894000 for the inspection, overhaul, testing, and transportation of one hundred (100) A650 Couplers or fifty (50) kits in support of Metro's A650 Heavy Rail Vehicles (HRV). Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On January 31, 2025, Request for Proposals (RFP) No. RR127894 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) or a Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of small businesses that perform these services.

Three (3) amendments and one (1) set of clarifications were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 7, 2025, Contract Administrator change;
- Amendment No. 2, issued on February 20, 2025, extended proposal due date;
- Amendment No. 3, issued on July 14, 2025, Best and Final Offer (BAFO).

A total of nine (9) firms downloaded the RFP and were included in the planholders' list. There were two (2) questions received for this RFP, and responses were provided prior to the proposal's due date.

A total of two (2) proposals were received by the due date of March 24, 2025.

Although the two (2) responding firms are the only known railcar coupler manufacturers, Metro staff conducted a market survey of the firms on the planholders list to determine why no other proposals were received. One firm indicated they declined to participate because of their limited access to some of the specialized components necessary for the overhaul services. The rest of the nonrespondent planholders were suppliers or distributors interested in providing parts and components to support the overhaul, but not the performance of the overhaul services.

The results of the market survey indicated that the decisions of the firms not to propose were based on individual business considerations and as such, the competitive solicitation could proceed to be awarded.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Transit Vehicle Engineering, Rail Vehicle Maintenance, and Rail Quality Assurance 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 |
| • Past Performance | 15 percent |
| • Project Management | 15 percent |
| • Price | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar overhaul procurements. Several factors were considered when developing these weights, giving the greatest importance to the proposed scope of work.

Of the two (2) proposals received, both were determined to be within the competitive range and are listed in alphabetical order:

1. Dellner, Inc.
2. Wabtec Passenger Transit

No firms were determined to be outside the competitive range, and no firms were excluded for further consideration.

Evaluations were conducted on May 19, 2025 of the two (2) proposals received and both determined to be responsive, responsible, and qualified to perform the services based on the RFP requirements. The PET conducted technical fact-finding meetings and a full technical evaluation of the proposals. The proposals were found to be technically acceptable and in compliance with requirements of the RFP.

A Best and Final Offer (BAFO) was issued on July 14, 2025 requesting a BAFO proposal. The PET members met on July 28, 2025, to discuss and finalize the BAFO scoring and upon the completion of the evaluation process, found Dellner, Inc. to be the most qualified to perform the necessary work highlighted in our Scope of Services.

Qualifications Summary of Firms within the Competitive Range:

Dellner, Inc.

Dellner, Inc. is a global leader in rail vehicle connection systems with over 80 years of experience and a presence in more than 20 countries. As an OEM and trusted provider of coupler overhaul services for major transit agencies worldwide, Dellner offers in-house engineering, machining, testing, and quality assurance capabilities. Their North American facilities and established supply chain enable efficient sourcing and support, making them well-qualified for the A650 Coupler Overhaul.

Wabtec Passenger Transit

Wabtec Passenger Transit is a leading provider of rail technology and services with extensive experience supporting transit agencies across North America. With over a century of industry expertise, Wabtec specializes in the overhaul and maintenance of critical rail systems, including couplers, braking systems, and propulsion equipment. As an OEM and authorized service provider for multiple transit fleets, Wabtec offers robust in-house capabilities for engineering, testing, remanufacturing, and quality assurance capabilities. Their U.S.-based facilities and strong supply chain infrastructure ensure timely delivery, technical accuracy, and lifecycle support, making Wabtec well-qualified to perform the A650 Coupler Overhaul.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Dellner, Inc.				
3	Proposed Work Scope	83.33	30.00%	25.00	
4	Technical Capability	92.25	20.00%	18.45	
5	Past Performance	93.80	15.00%	14.07	
6	Project Management	91.33	15.00%	13.70	
7	Price	100.00	20.00%	20.00	
8	Total		100.00%	91.22	1
9	Wabtec Passenger Transit				
10	Proposed Work Scope	82.00	30.00%	24.60	
11	Technical Capability	90.65	20.00%	18.13	
12	Past Performance	94.00	15.00%	14.10	
13	Project Management	86.33	15.00%	12.95	
14	Price	90.65	20.00%	18.13	
15	Total		100.00%	87.91	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, price analysis, an Independent Cost Estimate (ICE), technical evaluation, fact finding, and negotiations. The negotiated amount is 1.46% greater than Metro's ICE due current market conditions and anticipated cost increases.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Dellner, Inc.	\$3,120,000.00	\$3,075,000.00	\$3,120,000.00
2.	Wabtec Passenger Transit	\$3,476,700.00	\$3,075,000.00	\$3,441,409.46

D. Background on Recommended Contractor

Dellner, Inc., established in 1987, is a trusted manufacturer and service provider specializing in automatic and semi-permanent couplers for rail passenger transit applications. Headquartered in Charlotte, NC, with a full-service overhaul and repair facility in Roseville, CA, Dellner supports over 40 North American transit authorities as well as major rail vehicle manufacturers and maintainers. With more than 25 years of experience, the company has evaluated, repaired, and overhauled at least 500 couplers of similar design, size, and capacity to those specified for light rail vehicles, demonstrating proven capability and deep industry expertise in passenger rail systems.

Dellner, Inc. has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

**A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY
OVERHAUL/RR127894000**

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 firms that perform this service. Dellner, Inc. listed two non-certified firms to perform the services of this contract.

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

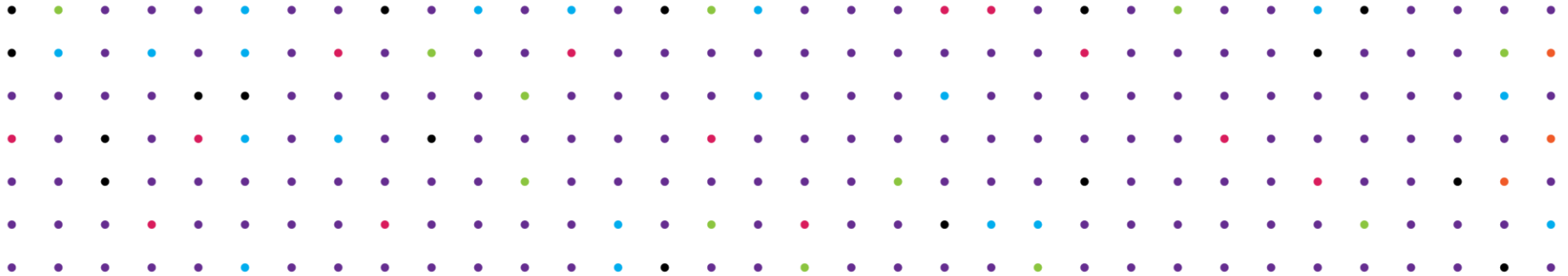
Prevailing Wage is not applicable to this contract.

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.

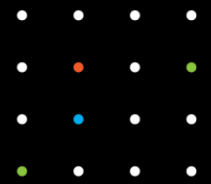
RAIL FLEET SERVICES

A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL



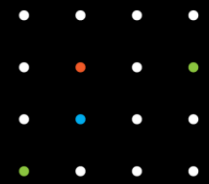
Operations, Safety, & Customer Experience Committee Meeting
September 18, 2025

RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a 66-month firm fixed price contract, Contract No. RR127894000 to Dellner, Inc. for the A650 Heavy Rail Vehicle (HRV) Coupler Overhaul in the amount Not-To-Exceed (NTE) \$3,120,000.00 subject to the resolution of any properly submitted protest(s), if any.

ISSUE & DISCUSSION



AWARDEE

Dellner, Inc.

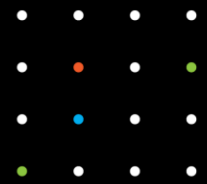
NUMBER OF BIDS/PROPOSALS

- 1) Dellner, Inc. - \$3,120,000
- 2) Wabtec Passenger Transport - \$3,441,409.00

DEOD COMMITMENT

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 firms that perform this service. Dellner, Inc. listed two non-certified firms to perform the services of this contract.

ISSUE & DISCUSSION



ISSUE

The A650 HRV fleet consist of 100 vehicles requiring coupler overhaul on a 5-year cycle as defined by the original equipment manufacturer. This is the 5th overhaul cycle ensuring coupler equipment reliability and passenger safety while meeting regulatory safety standards.

DISCUSSION

This procurement is for the overhaul of coupler equipment (2-per HRV) consisting of thorough cleaning, inspection, replacement of worn parts followed by a comprehensive test program ensuring the overhaul brings the coupler assembly to like new condition.