



File #: 2025-0851, File Type: Contract

Agenda Number: 36.

### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JANUARY 15, 2026

**SUBJECT: CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS)  
REPLACEMENT**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 12-month firm-fixed-price contract, Contract No. DR133227(3)000, to Toro Global, the lowest responsive and responsible bidder for 133,248 linear feet of contact wire to support the C Line Overhead Catenary System (OCS) Replacement Project for a firm fixed price of \$2,234,542.31 inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

#### **ISSUE**

Contact wires are a central railway infrastructure asset which transmits traction power to Metro rail vehicles. The existing C Line OCS contact wires are approximately 30 years old, as they have been in use since the start of C Line service in 1995, and are reaching the end of their useful life and require replacement. The replacement project is divided into three sections of the C Line. Award of this contract is needed to complete the third section of the C Line OCS project.

#### **BACKGROUND**

In May 2021, the Metro Board of Directors established a \$38,350,000 Life-of-Project (LOP) budget for the Metro C Line Overhead Catenary System Replacement as part of the FY22 budget adoption. The existing OCS contact wires were designed with a life expectancy of 30 years. The continuous operation of the rail service in various weather conditions has caused the contact wires to wear and are nearing the end of their functional lifespan. The Traction Power Maintenance Department has regularly inspected the contact wires and replaced sections when needed. However, this maintenance work has resulted in disruptions to rail services as affected trains must be single-tracked during the replacement of contact wires. Installing new contact wires will increase the reliability of the C Line while preventing service disruptions caused by sections of old contact wires that have been overworn and require replacement.

#### **DISCUSSION**

The project's work plan involves dividing the replacement of contact wires into three sections along the C Line. Section A starts at Redondo Beach Station and ends at Aviation Station, with an approximate length of 62,311 feet. Section B starts at the Aviation Station and ends at Long Beach Station, with an approximate length of 133,248 feet. Section C begins at Long Beach Station and ends at Norwalk Station, with an approximate length of 96,838 feet.

Section A was completed in May of 2024. Section C is in progress and is planned to be completed in May of 2026. The project's next phase is to replace contact wires in Section B, which needs 133,248 feet of contact wires.

The recommended Board action is to approve the purchase of contact wire for Section B, which is planned to start in June 2026. The contact wire replacement work is being performed by in-house Traction Power workforces.

This project is part of Metro's commitment to delivering a robust State of Good Repair (SGR) program that invests in modernization and enhancement to renew asset life and reduce asset breakdowns that impact daily service and customer experience.

## **DETERMINATION OF SAFETY IMPACT**

In accordance with Metro's SGR requirements and Transit Asset Management (TAM) Plan, the C Line OCS contact wires are reaching the end of their useful life and must be replaced promptly to comply with safety and reliability standards, alongside meeting California Public Utilities Commission regulations.

## **FINANCIAL IMPACT**

A total of \$2,234,542.31 is needed for this action. The budget is contained in Capital Project 205121 - Metro Green Line OCS Wire Replacement. The Life of Project (LOP) budget is \$38,350,000.00, which is within the project budget. The FY26 adopted budget includes annual funding of \$5,961,341 for this project.

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%, which is eligible for rail operations and Capital Projects. Use of Federal, State, and other local funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

## **EQUITY PLATFORM**

The C Line OCS contact wires are located along the 105 freeway throughout Los Angeles County, including through several Equity Focus Communities (EFCs) in the cities or neighborhoods of

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 OCS contact wires improves the reliability of transportation, benefiting riders. Awarding the OCS contact wire purchase will minimize rail service disruption for Metro riders who rely on transit services for their mode of transportation.

This solicitation was issued under the Small Business SB Prime (Set Aside) Program. Toro Global, an SBE Prime, made a 100% SBE commitment.

### **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 capital improvement investments to replace aging Metro C Line OCS contact wires. These capital improvement investments 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 this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

This project helps maintain system service, reliability, and safety 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 third section of the C Line OCS contact wire, but it is not recommended. This option would provide inconsistent level of service between completed sections and the not completed section.

**NEXT STEPS**

Upon approval of the recommendation, Vendor/Contract Management (V/CM) will execute Contract No. DR133227(3)000.

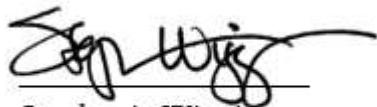
**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS)  
REPLACEMENT/DR133227(3)000

1.	Contract Number: DR133227(3)000	
2.	Recommended Vendor: Toro Global	
3.	Type of Procurement (check one) : <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates : <b>A. Issued</b> : October 2, 2025 <b>B. Advertised/Publicized</b> : October 2, 2025 <b>C. Pre-Bid Conference</b> : N/A <b>D. Bids Due</b> : October 16, 2025 <b>E. Pre-Qualification Completed</b> : October 22, 2025 <b>F. Ethics Declaration Forms Submitted to Ethics</b> : October 16, 2025 <b>G. Protest Period End Date</b> : January 20, 2025	
5.	Solicitations Downloaded: 11	Bids Received: 3
6.	Contract Administrator: Jessica Omohundro	Telephone Number: (213) 922-4790
7.	Project Manager: Kelvin Zan	Telephone Number: (213) 617-6264

**A. Procurement Background**

This Board Action is to approve Contract No. DR133227(3)000 issued for the procurement of one hundred thirty-three thousand two hundred forty-eight (133,248) linear feet of overhead contact wires to rebuild the Metro C Line overhead cantenary system between Aviation East IL and Wilmington IL. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On October 2, 2025, Invitation for Bids (IFB) No. DR133227(3)000 was issued as a competitive procurement in accordance with Metro's Acquisition Policy as a Small Business Set-Aside. The contract type is firm-fixed-price.

No Amendments or Clarifications were issued during the solicitation phase of this IFB.

A total of eleven (11) firms downloaded the IFB and were included in the Planholders' List. There were no questions received for this IFB prior to the bid due date.

A total of three (3) bids were received on October 16, 2025.

## **B. Evaluation of Bids**

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The three (3) bids received are listed below in alphabetical order:

1. Global Electric
2. KPA Constructors, Inc.
3. Toro Global

The recommended firm, Toro Global, was the lowest responsive and responsible bidder, and found to be in full compliance with the technical and commercial requirements.

## **C. Price Analysis**

The recommended bid price from Toro Global has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE) and selection of the lowest responsive and responsible bidder.

The recommended bid amount of \$2,234,542.31 is 1.7% higher than the ICE which was developed based on past procurement history.

Metro's Project Engineering has reviewed and confirmed the product being offered meets all the requirements listed in the technical specifications.

<b>Bidder Name</b>	<b>Bid Amount</b>	<b>Metro ICE</b>
Toro Global	\$2,234,542.31	
KPA Constructors, Inc.	\$2,468,525.80	\$2,196,593.28
Global Electric	\$3,052,022.12	

## **D. Background on Recommended Contractor**

The recommended firm, Toro Global, is a minority woman-owned business headquartered in Mission Viejo, California. Established in 2016, Toro Global has provided products and services to the federal, state, and private sectors, specializing in industrial and construction supplies with an emphasis on electrical and infrastructure materials, including wire, cable, and related components used in the transit and utilities sectors. The firm partners with leading manufacturers to ensure product quality, technical compliance, and timely delivery in support of large-scale public works and transportation projects.

Toro Global has provided services for Metro and performance has been satisfactory.

## DEOD SUMMARY

CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS)  
REPLACEMENT/DR133227000(3)**A. Small Business Participation**

This solicitation was subject to the Small Business (SB) Set-Aside program and open to certified Small Business Enterprise (SBE) firms only. Toro Global, an SBE Prime, is performing 100% of the work with its own workforce. Determined to be a regular dealer for this procurement, Toro Global is eligible to receive SBE credit equivalent to 60% of the value of the items it supplies for this contract.

**SMALL BUSINESS SET-ASIDE**

	<b>SBE Prime Contractor</b>	<b>SBE % Committed</b>
1.	Toro Global (Prime)	60%
	<b>Total Commitment</b>	60%

**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.

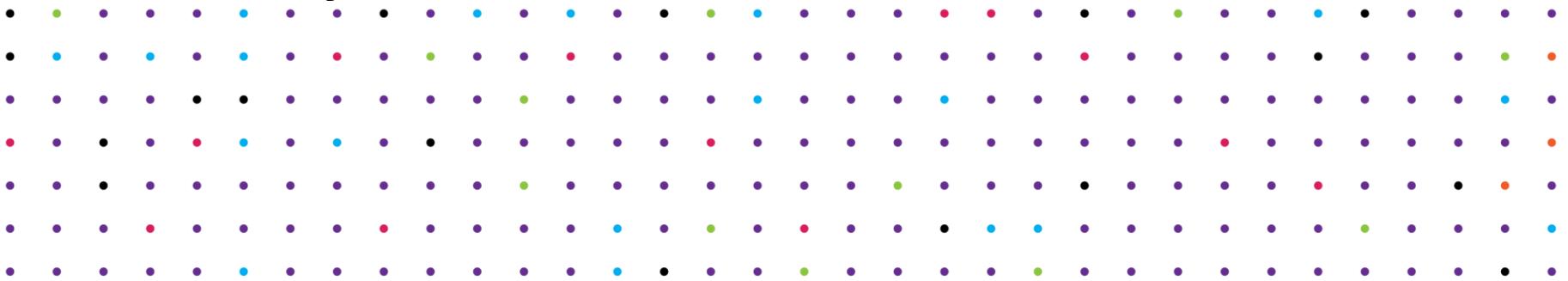
**E. Manufacturing Careers Policy**

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.

MAINTENANCE & ENGINEERING

# CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS) REPLACEMENT

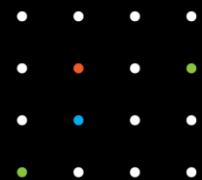
January 15, 2026



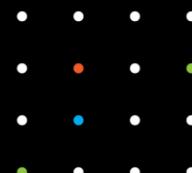
**Metro**

Operations, Safety, & Customer Experience Committee Meeting

# RECOMMENDATION



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# ISSUE & DISCUSSION

## AWARDEE

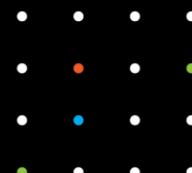
Toro Global

## NUMBER OF BIDS/PROPOSALS

Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
Toro Global	\$2,234,542.31		
KPA Constructors, Inc.	\$2,468,525.80	\$2,196,593.28	\$2,234,542.31
Global Electric	\$3,052,022.12		



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# ISSUE & DISCUSSION

## DEOD COMMITMENT

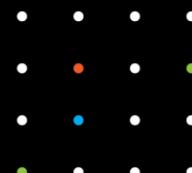
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## ISSUE

The existing C Line OCS contact wires are approximately 30 years old and have been in use since the start of C Line service in 1995. Contact wires are a central railway infrastructure asset which transmits traction power to Metro rail vehicles, and are reaching the end of their useful life, and require replacement. Award of this contract is needed to complete the third section of the C Line OCS project.



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# ISSUE & DISCUSSION

## DISCUSSION

The Metro C Line Overhead Catenary System Replacement project involves dividing the contact wire replacement into three sections along the C Line: Section A (Redondo Beach Station to Aviation Station), Section B (Aviation Station to Long Beach Station), and Section C (Long Beach Station to Norwalk Station). This procurement is to replace contact wires in Section B, which needs 133,248 feet of contact wires.