



Board Report

File #: 2025-0897, File Type: Contract

Agenda Number: 37.

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

**SUBJECT: 7TH STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS)
REPLACEMENT PROJECT**

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a two-year firm fixed price contract, Contract No. OP134899000 to L. K. Comstock National Transit, LLC, the lowest responsive and responsible bidder for the 7th Street Metro Traction Power Substation (TPSS) replacement project on the Metro A Line, in the amount of \$16,501,575, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any; and
- B. INCREASE the Life of Project Budget (LOP) for the Metro A Line 7th Metro Traction Power Substations Replacement and Project 205127 by \$14,245,111, increasing the Life of Project (LOP) from \$7,860,000 to \$22,105,111.

ISSUE

The existing A Line 7th Street Metro TPSS equipment is approximately 35 years old, reaching the end of useful life and requiring replacement. In addition to equipment within the Traction Power Substation, three Direct Current (DC) disconnect switches near the Light Rail tunnel portal must be replaced in their entirety, and updates are required to the existing Emergency Trip System (ETS) to maintain proper operational service and safety.

BACKGROUND

The Metro A Line 7th Metro Traction Power Substations Replacement Project is a Capital Improvement Project aimed at replacing the original A Line, Light Rail Traction Power equipment, which is approaching the end of its useful life. The existing TPSS equipment was installed during the construction of the A Line, which began revenue service in 1990. The project will involve the design, manufacture, removal, and installation of new TPSS equipment featuring the latest technology. These upgrades are intended to improve energy efficiency and reliability, with an expected service life of 30 years.

In May 2021, the Board approved the Metro A Line 7th Metro Traction Power Substations Replacement Project with an LOP budget of \$7,860,000.00 as part of the FY22 fiscal year budget adoption. This initial LOP budget was based on the engineering estimate for replacing Light Rail TPSS. Subsequently the Metro A Line 7th Metro Light Rail Traction Power project scope was expanded to include the replacement of Heavy Rail Traction Power system at 7th Metro and enhance the safety system on Light Rail to interface with Regional Connector Traction Power system.

DISCUSSION

The 7th Street Metro Traction Power Substation is an existing facility and provides Traction Power to Metro A Line North, and B and D Lines. The original scope was for the replacement of Light Rail Traction Power system (A Line North). The added scope is to provide Traction Power to B and D Lines and include power redundancy for prevent degradation of services during maintenance.

The project will involve the design, manufacture, removal, and installation of new TPSS equipment that provides traction power primarily to the underground portion of Metro A Line, and B and D Lines train operation. The substation is critical to the operation of the rail line and will include the installation of the latest TPSS technology for the improvement of efficiency and energy usage. Project planned schedule will begin construction in 2026 through 2028.

A \$22,105,111 budget need has been determined based on the necessary project scope and the negotiated amount for Contract No. OP134899000.

DETERMINATION OF SAFETY IMPACT

In accordance with Metro's State of Good Repair (SGR) requirements and Transit Asset Management (TAM) Plan, the 7th Street Metro TPSS equipment is reaching the end of its useful life and must be replaced promptly to comply with safety and reliability standards, alongside meeting California Public Utilities Commission regulations. Replacement of the TPSS equipment will enhance safety and will also ensure reliable power delivery to Light Rail Vehicles (LRVs) on the Metro A Line.

FINANCIAL IMPACT

A total of \$22,105,111 is needed for this action. The budget is contained in Capital Project 205127 - Metro Blue Line 7th Metro Traction Power Substation Replacement. The Life of Project (LOP) budget is \$7,860,000 and will require an LOP increase of \$14,245,111. The adopted FY26 budget includes annual funding of \$1,304,944 for this project.

Since this is a multi-year project, the Project Manager will ensure that the balance of the funds is budgeted 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

Metro A Line 7th Metro Traction Power Substation is located in Downtown Los Angeles. This area serves 42% zero-vehicle households and is a vital transfer point to multiple bus and rail lines, supporting the mobility of workers, students, and residents. Replacing the TPSS units will enhance transportation reliability, directly benefiting these riders.

The Diversity & Economic Opportunity Department (DEOD) recommended a 12% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The solicitation was also subject to Metro's Local Small Business Enterprise (LSBE) program. The recommended firm, L. K. Comstock National Transit LLC, exceeded the goals by making a 12.35% SBE commitment and a 3.17% DVBE 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 Metro A Line 7th Metro Traction Power Substation. 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 replacing the A Line 7th Street Metro TPSS, but this is not recommended. The existing TPSS equipment was installed during the construction of the A Line, which began revenue service in 1990. The equipment is 35 years old and is reaching the end of its useful life and must be replaced promptly to comply with safety and reliability standards, alongside meeting California Public Utilities Commission regulations. Not replacing this equipment would negatively impact rail operations and result in safety and reliability service interruptions.

NEXT STEPS

Upon approval of the recommendation, Vendor/Contract Management (V/CM) will execute Contract No. OP134899000.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Expenditure Plan

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


Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**7th STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS)
REPLACEMENT PROJECT/ OP134899000**

1.	Contract Number: OP134899000	
2.	Recommended Vendor: L.K. Comstock National Transit, LLC	
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 :	
	A. Issued : 8/27/2025	
	B. Advertised/Publicized: 8/27/2025	
	C. Pre-Bid Conference: 9/3/2025	
	D. Bids Due: 10/15/2025	
	E. Pre-Qualification Completed: 10/28/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 10/15/2025	
	G. Protest Period End Date: 1/20/2025	
5.	Solicitations Downloaded: 62	Bids Received: 2
6.	Contract Administrator: Misty Atalanta Alderaan	Telephone Number: (213) 922-7673
7.	Project Manager: Kelvin Zan	Telephone Number: (213) 922-6788

A. Procurement Background

This Board Action is to approve the award of Contract No. OP134899000 to support the 7th Street Metro Center Traction Power Substation (TPSS) Replacement project. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. OP134899 was issued on August 27, 2025, in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department (DEOD) recommended a 12% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement.

Four (4) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on September 17, 2025, extended the bid due date and revised the scope of services.
- Amendment No. 2, issued on October 13, 2025, provided a relevant drawing.

A total of 62 firms downloaded the IFB and were included in the planholders' list. A virtual pre-bid conference was held on September 3, 2025, and was attended by 29 firms. There were 262 questions received for this IFB and responses were provided prior to the bid due date.

A total of two bids were received by the due date of October 15, 2025, from the firms listed below in alphabetical order:

- Balfour Beatty Infrastructure, Inc.
- L.K Comstock National Transit, LLC

Staff conducted a market survey of firms on the planholders' list to determine why no other bids were received. One respondent cited concerns related to the scope, contract terms and conditions, and available work windows; four firms responded that they were supporting as subcontractors or suppliers; three firms responded that the scope did not align with their services; and two firms submitted no bid responses with one firm stating that the bid due date did not provide enough time to get supplier quotes and the other firm stating that there was no work for their trade included in the scope. The results of the market survey indicated that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The apparent lowest bidder, L.K. Comstock National Transit, LLC's bid submission was evaluated to determine responsiveness to the solicitation requirements. Areas of responsiveness include meeting all listed minimum qualifications, such as years of experience providing TPSS design, installation, testing and commissioning services, possession of a current C-10 Electrical California Contractors license and Professional Electrical Engineer Certification.

L.K. Comstock National Transit, LLC (L.K. Comstock), was determined to be responsive, responsible and met all the minimum requirements of the IFB.

C. Price Analysis

The recommended bid price from L.K. Comstock has been determined to be fair and reasonable based on price analysis, fact finding, and technical evaluation. The contractor's bid price is \$5,394,226 or 48.56% higher than Metro's Independent Cost Estimate (ICE). The ICE underestimated the costs for the DC Power Rectifier and DC Switchgear equipment and installation as well as the installation, testing, and commissioning of the AC and DC cables. Additionally, there has been increased volatility in the cost of steel and copper, including a 50% tariff on steel and aluminum imports, that have disrupted supply-chains affecting the construction industry and increasing fabrication costs. The 7th Street Metro TPSS Replacement project requires the design, manufacture, removal, and installation of new Light Rail TPSS equipment (DC Switch gear equipment, AC breaker, rectifier-transformer, and rectifier), Heavy Rail DC Switch gear, (3) DC disconnect switches near the Light Rail tunnel portal, Emergency Trip System (ETS), and all positive and negative feeder cables – equipment mainly composed of steel and copper.

Bidder Name	Metro ICE	Bid Amount
L.K. Comstock National Transit, LLC	\$11,107,349.00	\$16,501,575.00
Balfour Beatty Infrastructure	\$11,107,349.00	\$28,252,814.00

D. Background on Recommended Contractor

L.K. Comstock National Transit, LLC, founded in 1904, specializes in electrical systems and construction rail services. They have supported Metro on multiple projects as a subcontractor, including the Westside Subway extension, which was completed in 2025, and the Crenshaw/ LAX Transit Corridor completed in 2022. Reference checks confirm a strong history of positive past performance with no reported deficiencies. Overall, L.K. Comstock has demonstrated an ability to satisfactorily complete projects in a timely manner.

DEOD SUMMARY

**7th STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS)
REPLACEMENT PROJECT/OP134899000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. L. K. Comstock National Transit LLC exceeded the goal by making a 12.35% SBE and 3.17% DVBE commitment.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	12.35% SBE 3.17% DVBE
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	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	KPA Constructors, Inc.	10.00%	X	
2.	Turner Engineering Corporation	2.35%	X	
	Total SBE Commitment	12.35%		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Dynamik Inc.	3.17%		X
	Total DVBE Commitment	3.17%		

B. Local Small Business Preference Program (LSBE)

L. K. Comstock National Transit LLC., a non-LSBE prime, did not subcontract at least 30% of its contract value with eligible LSBE firms. L. K. Comstock. was ineligible for the preference.

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 requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

The initial contract does include Prevailing Wage requirements; however, the modification does not have Prevailing Wage applicability.

E. Project Labor Agreement/Construction Careers Policy

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over \$2.5 million dollars: This contract is deemed subject to the PLA/CCP.

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

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.

Capital Project 205127 Expenditure Plan
Metro A Line Traction Power Substation Replacement

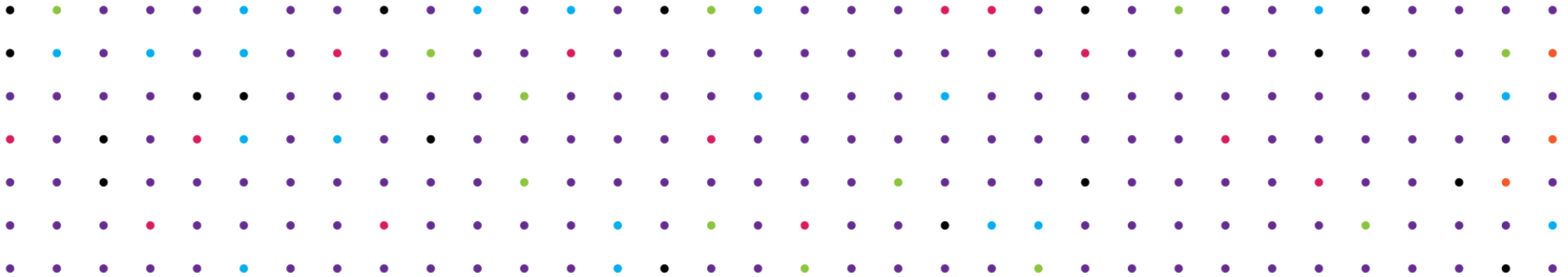
Use of Funds	ITD	FY26	FY27	FY28	Total
Contract No. OP134899000 (L.K. Comstock National Transit LLC) Metro A Line 7th/Metro Traction Power Substation (TPSS)		\$ 1,000,000	\$ 10,950,800	\$ 4,550,775	\$ 16,501,575
Civil Work		\$ 200,000	\$ 100,000		\$ 300,000
Metro Wayside Workforces		\$ 5,000	\$ 500,000	\$ 220,000	\$ 725,000
TPSS Engineering Design and Construction Specifications Development	\$ 848,980				\$ 848,980
Agency Costs (Design Support During Construction, Construction Management, Project Management, Procurement, Labor Compliance)		\$ 100,000	\$ 960,000	\$ 660,000	\$ 1,720,000
Contingency 10%					\$ 2,009,556

	\$	\$	\$	\$	\$
Yearly Cash Flow Forecast	848,980	1,305,000	12,510,800	5,430,775	22,105,111

MAINTENANCE & ENGINEERING

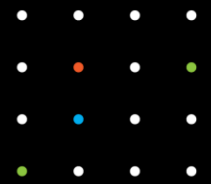
7TH STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT

January 15, 2026



Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

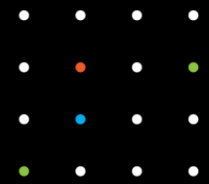


AUTHORIZE the Chief Executive Officer to:

AWARD a two-year firm fixed price contract, Contract No. OP134899000 to L. K. Comstock National Transit, LLC, the lowest responsive and responsible bidder for the 7th Street Metro Traction Power Substation (TPSS) replacement project on the Metro A Line, in the amount of \$16,501,575 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any; and

INCREASE the Life of Project Budget (LOP) for the Metro A Line 7th Metro Traction Power Substations Replacement and Project 205127 by \$14,245,111, increasing the Life of Project (LOP) from \$7,860,000 to \$22,105,111.

ISSUE & DISCUSSION



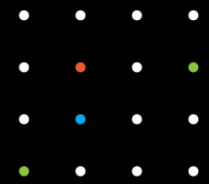
AWARDEE

L. K. Comstock National Transit, LLC

NUMBER OF BIDS/PROPOSALS

Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
L.K. Comstock National Transit, LLC	\$16,501,575.00	\$11,107,349.00	\$16,501,575.00
Balfour Beatty Infrastructure	\$28,252,814.00		

ISSUE & DISCUSSION



DEOD COMMITMENT

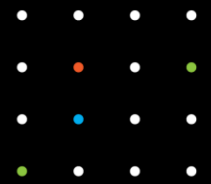
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ISSUE

The existing A Line 7th Street Metro TPSS equipment is approximately 35 years old, reaching the end of useful life and requiring replacement. In addition, to equipment within the Traction Power Substation, there are three (3) Direct Current (DC) disconnect switches near the Light Rail tunnel portal that must be replaced in their entirety, and updates required to the existing Emergency Trip System (ETS) to maintain proper operational service and safety.



ISSUE & DISCUSSION



DISCUSSION

The project will involve the design, manufacture, removal, and installation of new TPSS equipment that provides traction power primarily to the underground portion of Metro A Line train operation. The substation is critical to the operation of the rail line and will include the installation of the latest TPSS technology for improvement of efficiency and energy usage.