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

File #: 2025-1040, **File Type:** Contract **Agenda Number:** 47.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: BUS ACQUISITION OF 40' BATTERY ELECTRIC BUSES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with El Dorado National (California), Inc. (ENC), for the manufacturing and delivery of a base order of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

ISSUE

New zero-emission buses are required to help Metro transition to a ZEB fleet and replace Compressed Natural Gas (CNG) buses that have reached the end of their useful life. To support this goal, the contract award will authorize the purchase of 220 BEBs and increase the LOP budget to fund the acquisition of the BEBs.

BACKGROUND

At its July 2017 meeting, the Board approved Motion 50, issued by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030. This was contingent on cost and performance being equivalent to CNG buses and on continued advancements in charging infrastructure.

In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT

ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029. Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029.

At its January 2023 meeting, the Board authorized staff to issue a federally funded Best Value Request for Proposals (RFP) using competitive negotiations pursuant to PCC § 20217 for the procurement of new BEBs and charging infrastructure. In April 2024, Metro released an RFP for zero-emission buses, with a base order of 260 battery-electric buses (BEBs) and 20 hydrogen fuel cell electric buses (FCEBs), and options to purchase up to 1,980 ZEBs.

In November 2025, staff canceled the RFP for several reasons, including the proposers not meeting certain safety requirements, deviations sought on Metro's Terms and Conditions and the Manufacturing Careers Policy (MCP), high price of the BEB (7.4% over the Independent Cost Estimate (ICE) per bus), as well as the entry of new battery electric bus manufacturers in the US market.

In December 2025, Metro issued two solicitations: OP118576(2), for a base order of 220 battery-electric buses (BEBs) with options for up to 1,600 additional BEBs, representing a potential total of 1,820 vehicles, as well as OP139029, for 20 BEBs. The technical specifications in these solicitations were refined by eliminating prescriptive requirements for less critical features while ensuring a continued focus on safety for both operators and riders.

The first solicitation, OP118576(2), included a delivery schedule designed to align bus deliveries with the retirement of CNG buses and depot electrification projects at Divisions 9 and 18. The second solicitation, OP139029, was issued to encourage participation by newer manufacturers and support continued growth within the U.S. bus manufacturing industry.

DISCUSSION

The decision to cancel and re-release solicitations has led to an increase in the number of proposers, the submission of proposals with lower costs than the Independent Cost Estimate (ICE), reduced lead times for bus deliveries, and the incorporation of critical safety requirements into the bus design by proposers.

The staff recommendation presents the contractor who is most advantageous to Metro for the purchase of a base order of 220 battery-electric buses. ENC's offer represents the highest-rated offer to Metro for BEBs when all technical and pricing factors are considered in accordance with the RFP evaluation criteria, including U.S. content and the U.S. Employment Plan. The Procurement Summary (Attachment B) provides detailed evaluation results and rankings for all proposers, including the weighted scores for each evaluation factor.

The new BEBs will include new technology and safety enhancements, such as an integrated operator compartment, an advanced driver assistance system (collision avoidance), an acoustic vehicle alerting system, and an optional mirrorless driver assistance camera system. The BEB range is estimated at 174-250 miles on a single charge.

The base order of 220 BEBs will be assigned primarily to Divisions 9 (El Monte) and 18 (Carson) to support the electrification of North Hollywood to Pasadena BRT and other local routes. Bus deliveries will begin in Spring 2028. The Contract also includes options for up to an additional 1,600 BEBs. The contract will include an assignment clause that allows Metro to assign any unused bus options to any municipal operator that would like to purchase buses under Metro's contract.

Metro's Manufacturing Careers Policy (MCP) was applied to this procurement. By applying MCP, ENC must attract and retain skilled workers, support workforce development, and ensure compliance with labor standards.

DETERMINATION OF SAFETY IMPACT

The new BEB buses incorporate several features that will improve operator, passenger, and pedestrian safety. Some of the safety enhancements that may be on new buses include self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, video monitors, real-time video security system accessibility, and improved passenger door sensors. Operator compartments will also be integrated into the bus design to improve operator safety and security. In addition, the buses will offer increased space for strollers, reducing the need to fold them. This enhancement will facilitate easier entry and bolster safety for young children and their caregivers.

FINANCIAL IMPACT

The total requested LOP increase is a combination of the contract amount for the 220 BEB base order of $337,698,727.58, 10% contract modification authority, and internal labor, professional, and technical support, for a total of $382,355,185.34. Available project funds will be budgeted under project 201078 in cost center 3320 Zero Emission Acquisition and Implementation. The initial LOP for $52,000,000 was approved in November 2025 for the purchase of up to 40 BEBs on the Washington State Department of Enterprise Services contract. This is a multi-year contract, and the cost center manager, project manager(s), and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget

Funding for base order buses will come from a combination of state, federal, and local funds. $42.5M local funds are eligible for bus and rail operating and capital projects. Funding and expenditures for the project are detailed in Attachment D.

EQUITY PLATFORM

The acquisition of 220 BEBs will operate on routes restructured under the NextGen transit service plan, with service provided by Division 9 in El Monte and Division 18 in Carson. The service areas of the corridors are 147 square miles, encompassing 2.2 million people in 650,000 households and 750,000 employees. Therefore, the corridors contain approximately 21% of the County's population and approximately 20% of the County's employment.

Priority populations are defined as disadvantaged or low-income communities under Senate Bill 535

(SB 535) and Assembly Bill 1550 (AB 1550). There is great overlap between these areas and areas that Metro defines as Equity Focus Communities. The zero-emission bus program projects are targeted at benefiting communities with some of the greatest mobility needs in Los Angeles County. The projects' service corridors are composed of 88% in Low-Income Communities as identified by AB 1550, 73% in Disadvantaged Communities as identified by SB 535, and 61% in Equity Focus Communities as defined by Metro's EFC definition. EFCs benefiting from the zero-emission bus transit acquired as part of this project or located in, but are not limited to, El Monte, Rosemead, Paramount, Willowbrook, Bellflower, and Hawthorne.

El Dorado National (California), Inc. (ENC), a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and pauses the reporting and submission requirements for DBE goals. Until further notice, TVMs are not required to submit DBE goals. However, as referenced above, Metro's MCP will apply to 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 improving 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.

This item supports Metro's systemwide strategy to reduce VMT through capital investments and operational purchase 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

These recommendations support Goal #3, Enhance communities and lives through mobility and access to opportunity, and Goal #4 Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to purchase BEB buses and continue using CNG buses, which is not recommended because the current bus fleets have reached or are expected to exceed their useful life. Operating CNG buses past their useful life requires additional investment to replace costly components on aged chassis. Extending vehicle life also adversely impacts fleet reliability and diminishes the quality of service provided to Metro's passengers. Lastly, extending CNG bus

operations conflicts with Metro's Zero-Emissions Goal.

NEXT STEPS

Upon Board approval, staff will execute the contract award with ENC and issue a Notice to Proceed.

ATTACHMENTS

Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Attachment D - Expenditure and Funding Plan

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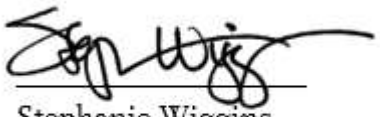

Stephanie Wiggins
Chief Executive Officer

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One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2017-0524, **File Type:** Motion / Motion Response **Agenda Number:** 50

REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an $890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN AND SOLIS AS AMENDED BY SOLIS, KUEHL AND BARGER

RECOMMENDATION

WE THEREFORE MOVE that the Board:

A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;

B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:

1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion

2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;

C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and

D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

A. As part of establishing a working group:

1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;

2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.

B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

A. Will electric buses and their batteries deliver the guaranteed range and service?

B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?

C. Which strategies will maximize Metro's ability to receive cap and trade credits?

D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?

E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?

F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?

G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.

H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?

I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

PROCUREMENT SUMMARY

BUS ACQUISITION OF 40' BATTERYELECTRIC BUSES (BEBs)- /OP118576(2)000

1.	**Contract Number**: **OP118576(2)000**	
2.	**Recommended Vendor**: ElDorado National (California), Inc. (ENC)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: December 22, 2025	
	B. Advertised/Publicized: December 20, 2025- December 25, 2025	
	C. Pre-Proposal Conference: January 13, 2026	
	D. Proposals Due: March 6, 2026	
	E. Pre-Qualification Completed: April 9, 2026	
	F. Ethics Declaration Forms submitted to Ethics: March 10, 2026	
	G. Protest Period End Date: July 22, 2026	
5.	**Solicitations Downloaded**: 76	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: **Ani Pogossian**	**Telephone Number**: **213-922-2874**
7.	**Project Manager**: **Daniel Surmenian**	**Telephone Number**: **213-922-5830**

A. Procurement Background

This Board Action is to approve Contract No. OP118576(2)000 issued in support of the manufacturing and delivery of a base buy of two hundred and twenty (220) Battery Electric Buses (BEBs). Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP118576(2) was issued in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement, as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, Metro's Manufacturing Careers Policy will apply to this procurement.

Ten amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on 12/24/2025 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 2, issued on 1/9/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 3, issued on 1/9/2026 clarified and modified the Technical Specification and Solicitation Terms;

- Amendment No. 4, issued on 1/16/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 5, issued on 1/23/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 6, issued on 1/30/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 7, issued on 2/6/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 8, issued on 2/13/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 9, issued on 2/24/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 10, issued on 5/11/2026, BAFO.

The solicitation was advertised across six different platforms: The Wave, Los Angeles Daily News, Los Angeles Times, La Opinion, Transit Magazine and Passenger Transport. A total of 76 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on January 13, 2026, and was attended by 59 participants representing 13 firms. Additionally, a virtual Technical Q&A session was held on January 29, 2026, with 40 participants representing seven firms. There were 254 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on March 6, 2026.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Bus Acquisitions and Construction Management/ Alternative Delivery was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were initially evaluated based on the pass/fail minimum qualifications criteria outlined in the RFP. Part of the pass/fail requirements included proposers demonstrating that they are a transit manufacturer that will comply with the final assembly requirements in the United States (U.S.); have past experience manufacturing Buy America-compliant transit buses for the U.S. public transit market; and demonstrate successful past experience manufacturing buses that utilize key components and subsystems similar to those in the proposed vehicle, particularly BEB propulsion systems.

The PET determined that all three proposals met the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

- Project Management Experience 300 Points
- Experience and Past Performance 200 Points

- Price 200 Points
- Technical Compliance 200 Points
- Availability Framework 50 Points
- U.S. Employment Program 50 Points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Rolling Stock acquisition procurements. Several factors were considered when developing these weights, giving the greatest importance to Project Management Experience.

On March 13, 2026, the PET met to review the evaluation criteria package, complete confidentiality and conflict of interest forms and receive the three proposals to initiate the evaluation phase. Evaluations were conducted from March 13, 2026, to March 25, 2026.

On April 3, 2026, the Contract Administrator requested clarifications and/or supplemental information necessary to fully evaluate all three firms. On April 13, 2026, the firms submitted their responses to the clarification requests and provided supplemental information as requested. The PET subsequently re-evaluated the proposals based on the additional information provided and established a competitive range.

Of the three proposals received, all three were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. ElDorado National (California), Inc. (ENC)
2. New Flyer of America Inc. (New Flyer)
3. RIDE Mobility, LLC. (RIDE)

No firms were determined to be outside the competitive range.

From May 4, 2026 to May 7, 2026, the evaluation committee conducted negotiations with the firms in the competitive range. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions.

An invitation to submit a Best and Final Offer (BAFO) was issued on May 11, 2026 to all firms in the competitive range. BAFO submittals were received on May 22, 2026, and were reviewed and evaluated by the PET. The PET reviewed the BAFOs and prepared a recommendation-for-award memorandum on June 2, 2026.

Qualifications Summary of Firms within the Competitive Range:

ElDorado National (California), Inc.

ElDorado National (California), Inc. is based in Riverside, California. The company was founded as National Coach Corporation in 1975. In 1991, the company was combined with the Kansas-based bus builder ElDorado Motors, operating as ElDorado National until its rebranding to ENC.

ENC proposes to build the LACMTA bus orders in its Riverside, California facility. ENC's transit agency clients include City of Gardena, Franmar Leasing LLC, Salt Lake City Airport, Pace-Headquarters, and LACMTA.

New Flyer of America Inc.

New Flyer of America Inc. is a Winnipeg, Manitoba, Canada based corporation, founded in 1930 and is a subsidiary of New Flyer Industries (NFI) Group.

New Flyer proposes to build the LACMTA bus orders in its Anniston, Alabama facility. New Flyer's transit agency clients include Maryland Transit, Miami-Dade Transit, New Jersey Transit, NYCTA, WMATA and LACMTA.

RIDE Mobility, LLC

RIDE Mobility, LLC is based in Pasadena, California and is the U.S. subsidiary of Build Your Dreams (BYD), a Chinese-based bus manufacturer.

RIDE proposes to build the LACMTA bus orders in its Lancaster, California facility. RIDE's transit agency clients include Antelope Valley Transit Authority, Los Angeles Department of Transportation, Long Beach Transit, San Francisco Municipal Transportation Agency, and LACMTA.

A summary of the PET scores for BEBs is provided below:

1	Firm	Average Score (%)	Factor Weight	Weighted Average Score	Rank
2	**ElDorado National (California), Inc.**				
3	Project Management Experience	81.06*	300	243.19*	
4	Experience and Past Performance	69.55	200	139.10	
5	Price	100.00	200	200.00	
6	Technical Compliance	82.17	200	164.34	
7	Availability Framework	100.00	50	50.00	
8	U.S. Employment Program	50.74	50	25.37	

9	**Total**		**1,000**	**822.00***	**1**
10	**New Flyer of America Inc.**				
11	Project Management Experience	81.13	300	243.40*	
12	Experience and Past Performance	73.21*	200	146.43*	
13	Price	84.79	200	169.58	
14	Technical Compliance	77.17*	200	154.35*	
15	Availability Framework	100.00	50	50.00	
16	U.S. Employment Program	11.00	50	5.50	
17	**Total**		**1,000**	**769.26**	**2**
18	**RIDE Mobility LLC.**				
19	Project Management Experience	59.92*	300	179.78*	
20	Experience and Past Performance	23.79	200	47.58	
21	Price	89.73*	200	179.47*	
22	Technical Compliance	70.12	200	140.24	
23	Availability Framework	100.00	50	50.00	
24	U.S. Employment Program	35.50	50	17.75	
25	**Total**		**1,000**	**614.82**	**3**

***To enhance readability, some figures have been rounded up to two decimal places.**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), technical evaluation, fact finding, negotiations and the BAFO.

The variance between Metro's ICE and the Negotiated or NTE Amount for the Base and Options for the recommended awardee's price is $1,140,345,789.70 (29.41%). The difference is primarily attributable to prevailing market conditions, such as inflation fluctuations and tariff-related impacts. These considerations were factored into the development of the ICE through an analysis of current market trends to assess their economic influence on pricing. Additionally, the reference data used in forming the ICE was limited to select vehicle Original Equipment Manufacturers (OEMs), resulting in a bias toward higher-end specifications. The data also included historical LACMTA procurement information, necessitating adjustments to reflect current year values. Given the age of some datasets, challenges may arise in accurately escalating figures to the present year despite the application of appropriate escalation rates. Another key reason for the difference between ICE and proposer values is increased competition in procurement. The entry of a new vehicle

OEM in the market encourages cost reduction to make proposals more competitive. This factor is hard to quantify, as each vehicle OEM assesses its own risk tolerance when striving for a winning bid.

Proposer Name	BAFO Amount Base Buy (220)	BAFO Amount Option Buy (1,600)	BAFO Amount Optional Vehicle Configuration	BAFO Negotiated or NTE Amount (Base Buy and All Options)
METRO ICE	$447,815,203.05	$3,429,866,837.89	$234,801.80	**$3,877,916,842.74**
ENC	$337,698,727.58	$2,392,437,288.45	$7,435,037.02	**$2,737,571,053.05**
New Flyer	$402,195,890.19	$2,817,737,238.89	$11,525,088.49	**$3,231,458,217.57**
RIDE	$374,093,055.59	$2,668,352,447.92	$35,129,109.40	**$3,077,574,612.91**

Based on the cost analysis, staff determined that all three proposers submitted fair and reasonable pricing, with ENC offering the best value to LACMTA.

D. Background on Recommended Contractor

The recommended firm, ElDorado National (California), Inc., located in Riverside, California, has been in business for 51 years and is a leader in manufacturing buses for transit agencies. ENC temporarily paused operations in late 2024 during an ownership transition, then fully restarted production and deliveries in Apri 2025 under new ownership by Rivaz Inc. ENC serves diverse markets including public transit, paratransit, airports, parking facilities, and universities.

ENC has provided services for Metro, and its performance has been satisfactory.

DEOD SUMMARY

BUS ACQUISTION OF BATTERY ELEXTRIC BUSES (BEBs)- OP118576(2)

A. Small Business Participation

El Dorado National (California), Inc. (ENC), a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and paused the reporting and submission requirements of the DBE goals. Until further notice TVMs are not required to submit DBE goals.

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) applies to this contract and is required for Metro Rolling Stock procurements with an Independent Cost Estimate of $50 million or greater. Based on the funding, Metro will implement the applicable United States Employment Plan (USEP). The MCP requires contractors to support quality job creation and retention, invest in U.S. and Los Angeles County manufacturing facilities, provide workforce training opportunities, and expand career pathways for low-income residents and individuals facing barriers to employment.

ATTACHMENT D

EXPENDITURE AND FUNDING PLAN

CP 201078

EXPENDITURE TABLE	ITD thru FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total LOP	% of Total
220 BEB Acquisition (LOP Increase)									
Vehicle: Battery Electric Buses		$10,000,000	$87,869,526	$204,829,202	$35,000,000			$337,698,728	77.7%
Prof Services / Consultants	$2,990,807	$1,375,000	$1,375,000	$1,200,000	$1,000,000	$500,000	$500,000	$8,940,807	2.1%
Staff Labor / Admin / Travel	$422,644	$1,117,582	$1,256,779	$1,010,983	$1,010,983	$1,010,983	$600,000	$6,429,953	1.5%
Contingency					$29,285,698			$29,285,698	6.7%
Subtotal	**$3,413,450**	**$12,492,582**	**$90,501,305**	**$207,040,184**	**$66,296,681**	**$1,510,983**	**$1,100,000**	**$382,355,185**	**88.0%**
Washington State DES Contract (31 BEBs)									
Vehicle: Battery Electric Buses			$49,500,000	$500,000				$50,000,000	11.5%
Prof Services / Consultants		$125,000	$425,000	$500,000				$1,050,000	0.2%
Staff Labor / Admin / Travel		$150,000	$450,000	$350,000				$950,000	0.2%
Subtotal		**$275,000**	**$50,375,000**	**$1,350,000**				**$52,000,000**	**12.0%**
Total Project Costs (Uses of Funds)	**$3,413,450**	**$12,767,582**	**$140,876,305**	**$208,390,184**	**$66,296,681**	**$1,510,983**	**$1,100,000**	**$434,355,185**	**100%**

220 Bus Buy Costs								
Source of Funds for 220 Bus Buy	**ITD thru FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY32**	**FY26-FY31 Total**
STIP-RIP - 5737			$ 10,000,000					$ 10,000,000
STIP-RIP - 5431			$ 17,096,000					$ 17,096,000
STIP-RIP -5738			$ 29,279,751	$ 11,469,249				$ 40,749,000
TIRCP 2022				$ 142,693,050				$ 142,693,050
FTA LoNo 2022		$ 10,368,843	$ 10,742,293					$ 21,111,136
SCCP FY 23			$ 23,383,261		$ 2,123,739			$ 25,507,000
Carbon Reduction Program (CRP) FY23				$ 17,915,334				$ 17,915,334
Measure M		$ 2,123,739		$ 34,962,551	$ 37,913,710			$ 75,000,000
Local Funds	$ 3,413,450				$ 23,259,232	$ 1,510,983	$ 1,100,000	$ 29,283,665
MSRC 2026 - Pending					$ 3,000,000			$ 3,000,000
Total Project Funding	**$ 3,413,450**	**$ 12,492,582**	**$ 90,501,305**	**$ 207,040,184**	**$ 66,296,681**	**$ 1,510,983**	**$ 1,100,000**	**$ 382,355,185**

State Contract Bus Buy Costs							
Source of Funds for State Contract Bus Buy	**ITD thru FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY26-FY31 Total**
TIRCP 2022			$ 15,745,440				$ 15,745,440
CMAQ		$ 243,458	$ 8,728,542				$ 8,972,000
FTA Transit Infrastructure FY23			$ 5,000,000				$ 5,000,000
AHSC			$ 9,080,480				$ 9,080,480
Local Funds		$ 31,542	$ 11,820,538	$ 1,350,000			$ 13,202,080
Total Project Funding	**$ -**	**$ 275,000**	**$ 50,375,000**	**$ 1,350,000**	**$ -**	**$ -**	**$ 52,000,000**

VEHICLE ENGINEERING AND ACQUISITION

BUS ACQUISITION OF 40’ BATTERY ELECTRIC BUSES (BEBs)

Operations, Safety, and Customer Experience Committee
July 16, 2026

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with ElDorado National (California), Inc. (ENC), for the manufacture and delivery of two hundred and twenty (220) battery electric buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s),if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase two hundred and twenty (220) Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

Metro

PROPOSAL EVALUATION

Evaluation Criteria	Max Points	ElDorado National (California), Inc. Weighted Score	New Flyer of America Inc. Weighted Score	RIDE Mobility LLC. Weighted Score
Project Management Experience	300	243.19*	243.40*	179.78*
Experience and Past Performance	200	139.10	146.43*	47.58
Price	200	200.00	169.58	179.47*
Technical Compliance	200	164.34	154.35*	140.24
Availability Framework	50	50.00	50.00	50.00
U.S. Employment Program	50	25.37	5.50	17.75
Total Score	1000	822.00	769.26	614.82
Negotiated Amount for Base Buy		$337,698,727.58	$402,195,890.19	$374,093,055.59

*To enhance readability, some figures have been rounded up to two decimal places.

Metro

ISSUE

New BEBs are needed to support Metro's transition to a zero-emission (ZE) fleet and to replace CNG buses that have reached the end of their useful life.

Staff recommends approving the contract award for 220 BEBs and increasing the life-of-project budget to support Metro’s ZE goal and maintain safe, reliable bus service.

In November 2025, the staff canceled the first RFP for ZE buses due to multiple reasons, including unmet safety requirements, deviations from Metro’s Terms and Conditions and the Manufacturing Careers Policy (MCP), and the BEB pricing being 7.4% above the Independent Cost Estimate (ICE). The entry of new battery-electric bus manufacturers into the U.S. market also contributed to the decision.

Metro

DISCUSSION

The staff's recommendation identifies the firm that offers Metro the greatest advantages. ENC's offer represents the highest rating and the best value for Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria. Metro's Manufacturing Careers Policy (MCP) was applied to this procurement.

The order of 220 BEBs will mainly go to Divisions 9 (El Monte) and 18 (Carson) to help electrify routes from North Hollywood to Pasadena BRT and nearby areas. Bus deliveries will start in spring 2028 to align with infrastructure projects. The contract also offers options to buy up to 1,600 more BEBs.

The LOP increase includes funding for 220 BEBs, contract modification authority not to exceed 10%, internal Metro labor, and professional and technical consulting support.

Metro