



**THE PORT  
OF LOS ANGELES**

Executive Director's  
Report to the  
Board of Harbor Commissioners

**DATE: MAY 14, 2025**

**FROM: CONSTRUCTION AND MAINTENANCE**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - AWARD OF CONTRACT NO. 40056  
TO POWER ENGINEERING CONSTRUCTION COMPANY FOR  
REPLACEMENT OF WIRE ROPES ON BADGER AVENUE RAILROAD  
BRIDGE**

**SUMMARY:**

Staff requests approval of Contract No. 40056 with Power Engineering Construction Company (Power Engineering) in Alameda, California, to replace all the wire ropes on the Badger Avenue Railroad bridge which supports the main counterweights, the auxiliary counterweights, and the uphaul and downhaul on the counterweights. The cost of this one-time Purchase Order is \$4,029,431, including materials, labor and estimated sales tax. The replacement of the items which are the subject of Contract No. 40056 are the financial responsibility of the Harbor Department.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners (Board):

1. Find that the Director of Environmental Management has determined that the proposed action is administratively and categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2(f) and Article III Class 2(2) of the Los Angeles City CEQA Guidelines;
2. Approve Contract No. 40056 with Power Engineering to replace the main counterweight, auxiliary counterweight, and uphaul and downhaul wire ropes and its associated sockets for the Badger Avenue Bridge in the amount of \$4,029,431 and authorize said expenditures;
3. Authorize the Executive Director to execute and the Board Secretary to attest to Contract No. 40056 for and on behalf of the Board; and
4. Adopt Resolution No. \_\_\_\_\_ .

**DISCUSSION:**

Background/Context – The Port of Los Angeles' (POLA) Badger Avenue Railroad Bridge is a railroad bridge that crosses the Cerritos Channel and connects Terminal Island to the Alameda Corridor, the 20-mile rail cargo expressway linking the POLA and the Port of Long Beach (POLB) to the rail yards east of downtown Los Angeles. This is the only rail

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bridge connecting the on-dock railyards of Terminal Island to the national railroad system. The table below shows the percentage of on-dock containers transported across the Badger Avenue Bridge:

	<b>TOTAL TEUs</b>	<b>Total Containers</b>	<b>On Dock Containers via Badger Avenue Bridge</b>	<b>% via Badger Avenue Bridge</b>
<b>POLA</b>	10,297,352	5,477,315	1,400,730	<b>25.57%</b>
<b>POLB</b>	9,649,724	5,132,832	500,600	<b>9.75%</b>

The bridge encompasses a vertical lift system to raise the mid-section of the bridge above the Cerritos Channel to allow marine vessels to travel underneath.

During a seven-day closure of the Cerritos Channel in November 1997, the Harbor Department removed the original Badger Avenue railroad drawbridge which was a double-leaf bascule railroad bridge and re-installed it with a new and completely assembled lift span railroad drawbridge (vertical-lift bridge). The bridge structure is supported by a main counterweight, auxiliary counterweight, uphaul, and downhaul wire ropes. The Harbor Department Engineering Division and an outside consultant have recommended replacing all the wire ropes on the Badger Avenue Bridge as they have reached the end of their life expectancy. The wire ropes have not been replaced in 37 years.

If the proposed action is approved, the replacement of the wire ropes will be performed by Power Engineering. The work includes removing and replacing 64 main counterweight wire ropes and their associated 112 sockets and 16 associated auxiliary wire ropes and their 32 associated sockets. The Harbor Department requests approval of the Purchase Order for the purchase of these materials and services to maintain the operational integrity of the Badger Avenue Bridge. If this proposed Contract is approved, the work will start within 2 to 4 weeks of receiving the Purchase Order and it is expected to take about 4 months to complete. This construction might temporarily disrupt small vessel traffic that passes under the Badger Avenue Railroad Bridge when it is in a downward position. The Goods Movement Division of the Port of Los Angeles will be the primary liaison with the stakeholders and the container terminals in regards to communication. This project has already been communicated to the Coast Guard and they will be notified with a minimum of 30 days before the start of project. The replacement of the items are the financial responsibility of the Harbor Department and are the subject of Contract No. 40056.

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Selection Process – The Construction & Maintenance Division submitted a requisition for the purchase of the wire ropes on Badger Avenue Railroad Bridge and related items in July 2024. The Contracts and Purchasing Division (CPD) released Request for Bids (RFB) No. F-1215 on July 23, 2024. The RFB was advertised on the Regional Alliance Marketplace for Procurement (RAMP) and on the Port of Los Angeles website. Bids were due on August 20, 2024.

Per statistics on RAMP, the bid was viewed by 27 unique companies and was downloaded by 17 unique companies. One (1) vendor submitted a bid for this contract opportunity. CPD prepared a recap of the bid (Transmittal 1). Power Engineering was the only vendor to submit a responsive bid in the amount of \$4,029,431, inclusive of estimated taxes.

C&M reached out to CPD regarding the low turnout of the bid submission and concluded that the low bid response may be partially due to the fact that the work required on this RFB can be performed by a very limited number of contractors who have specialized industry knowledge and expertise in working on the bridge over water. There exist only a small number of bridges in the Los Angeles region, and especially with the unique Badger Avenue Railroad Bridge with a vertical lift system bridge, it is difficult to find vendors who are familiar with the type of bridge and have the experience and capability to do the job.

The contractor should be equipped with multidisciplined experts with specific trade knowledge, technical expertise, and proper equipment and tools for the job. Furthermore, the contractor should have strict quality control measures in place, and should stay in compliance with all the required codes throughout the work to ensure the job is carried out safely and effectively. Power Engineering is an experienced and recognized industry leader. Therefore, staff is recommending approval of the award of Contract No. 40056 (Transmittal 2) to Power Engineering for the replacement of wire ropes on Badger Avenue Railroad Bridge.

**ENVIRONMENTAL ASSESSMENT:**

The proposed action is the approval of a Contract with Power Engineering to replace all the wire ropes on the Badger Avenue Railroad Bridge, which is an administrative activity involving the replacement of an industrial structure with a new structure of substantially the same size, purpose, and capacity. Therefore, the Director of Environmental Management has determined that the proposed action is administratively and categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2(f) and Article III Class 2(2) of the Los Angeles City CEQA Guidelines.

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**FINANCIAL IMPACT:**

Approval of Contract No. 40056 authorizes the replacement of the main counterweight, auxiliary counterweight, and uphaul and downhaul wire ropes and its associated sockets for the Badger Avenue Bridge in the estimated amount of \$4,029,431.

Fiscal Year 2024/2025 funding in the amount of \$4,029,431, inclusive of estimated taxes, has been budgeted within Account 161305 (Construction-in-Progress), Division 00000 (Harbor Global), Project No. 2574100 (Badger Avenue Bridge Wire Ropes Replacement).

**CITY ATTORNEY:**

The Office of the City Attorney has reviewed and approved the subject Contract as to form and legality.

**TRANSMITTALS:**

1. Recap of Bid No. F-1215
2. Contract No. 40056, Formal Bid No. F-1215

FIS Approval: JS

CA Approval: SO



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