



Board Report

File #: 2025-0327, File Type: Contract

Agenda Number: 38.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 17, 2025

SUBJECT: RAIL OPERATIONS CONTROL EXPANSION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) Budget of \$17,000,000 for the Rail Operations Control (ROC) Facility Expansion Project;
- B. AWARD a firm fixed price, sole source Contract No. C130977000 to Williams Scotsman, Inc. dba WillScot, in the amount of \$13,200,048, for the design and construction of a multi-modular building, to relocate Los Angeles County Sherriff's Department (LASD) personnel to Metro Division 4 that are currently housed at the ROC and accommodate the ROC facility expansion, subject to the resolution of properly submitted protest(s), if any;
- C. FIND that there is only a single source of procurement for the item set forth in Recommendation B above and that the sole purpose is to construct a multi-modular facility to serve as a Metro transit law enforcement facility supporting LASD and Transit Community Public Safety Department (TCPSPD) operations; and
- D. EXECUTE individual contract modifications within and up to the Board authorized Contract Modification Authority (CMA) limit.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

The ROC facility will reach maximum capacity when the Purple Line Extension (PLE) Section 3 begins revenue service in 2027. To support the East San Fernando Valley (ESFV) Transit Corridor Light Rail Expansion, the ROC facility must be reconfigured to expand its floor space. Additionally, in preparation for the upcoming ESFV rail expansion project, Los Angeles County Sheriff's Department (LASD) personnel must be relocated from the ROC facility. In consultation with LASD, staff has identified a modular building that will be constructed at Metro Division 4 to temporarily house LASD.

BACKGROUND

The ROC facility is located next to the Willowbrook/Rosa Parks Station and was built alongside the opening of the Metro A Line (formerly the Blue Line) in 1990. The facility consists of a two-story building with approximately 30,000 square feet of space and around 300 surface parking spaces. The facility functions as the central hub for supervising, controlling, and managing the daily operations of all Metro Rail lines. Over the past 30 years, the facility has expanded to accommodate several new rail expansion lines. Each new rail line or extension requires adjustments, reconfigurations, expansions, and upgrades to the ROC facility as well as its systems to meet the specific central control needs of the project and ensure seamless integration into the existing facility and operations.

Metro is working to complete all necessary ROC facility preparations to support rail expansion lines under construction. To minimize disruptions to ongoing ROC operations, Metro is performing preparations to ensure each line is ready on time for system-wide integration and testing with its respective prime contractor. Currently, ROC preparations and systems integration are underway for the Foothill Extension Phase 2B and Purple Line Extension (PLE) Section 1, both projected to begin revenue service in 2025. Similar efforts are ongoing for PLE Sections 2 and 3, with expected service launches in 2026 and 2027, respectively.

Currently, the LASD occupies approximately 5,000 square feet of the ROC, along with additional trailers in the parking lot. This space supports law enforcement operations and the dispatch of officers across the Metro transit system. The balance of the facility houses offices for ROC technical staff, as well as rooms for vital communications systems and equipment used to manage rail service operations. To accommodate the expansion of the Control Room and CCTV Observer Area for the ESFV rail project, it is necessary to relocate LASD personnel from the ROC facility into a modular building at Division 4, allowing Metro staff to move into the western half of the floor.

DISCUSSION

In preparation for the ESFV rail project, the second-floor space will be reconfigured to expand the Control Room and CCTV Observation Area into the area currently occupied by Metro staff administrative offices. The ESFV rail project will be the final expansion line added to the ROC facility, with revenue service anticipated in 2031.

Metro is also developing plans for a future centralized Rail Operations Control and Bus Operations Control facility (known as ROC/BOC) to replace the existing ROC on the site of Metro Division 10. This state-of-the-art operations center will support the long-term growth of Metro's transit system as outlined in Measure M, with completion currently forecasted for 2032. To ensure uninterrupted service operations, the existing ROC and BOC facilities will be repurposed as backups to the new ROC/BOC facility.

A sole source contract is recommended to be awarded to WillScot for the construction of a 15,000-square-foot modular building to relocate and temporarily house LASD personnel and support law enforcement operations for the Metro transit system. The building will later be utilized by the TCPSD to serve as a Metro transit law enforcement facility when contract services with LASD reach their

conclusion. The building will be constructed in the rear yard of Division 4, located in Downey, CA. The scope of work consists of two phases. Phase 1 includes design, permitting, site preparation, foundation work, modular construction, installation of an armory, radio communications systems, HVAC, fire alarm and suppression systems, plumbing and electrical utilities, and an occupancy certificate. Phase 2 is a lease agreement with a term of no less than five years. Due to the specialized design and specifications required for law enforcement use, staff conducted a market survey to identify qualified contractors. The specialized requirements include a customized layout featuring dedicated offices, general office areas, conference rooms, men's and women's locker rooms with restrooms and showers, and separate sleeping bunks for male and female personnel. Additional features include pit-set foundation, a gym with a reinforced floor, a fully reinforced with steel structural floor throughout the building, a masonry armory, a dedicated communications room with an uninterruptible power supply, a dispatch center, and a public service counter. The facility will also provide an exterior covered patio and lunch area, a concrete-and-steel armory, secured parking, CCTV surveillance, perimeter lighting, and outdoor riot gear storage. The interior finishes would be upgraded to meet the standards typically found in commercial office buildings. Metro reached out to other modular building suppliers but was unable to find an alternate supplier that could meet Metro's and LASD's requirements. The procurement summary for Contract No. C130977000 is shown in Attachment A.

Based on the ROC expansion scope and the modular facility to serve as a Metro transit law enforcement facility supporting LASD and TCPSD operations, staff calculated an LOP budget requirement of \$17,000,000. The expenditure plan for the project is shown in Attachment B.

DETERMINATION OF SAFETY IMPACT

The ROC facility is central to Metro rail operations. Expanding and reconfiguring the facility ensures that the ROC can continue to safely supervise, monitor, and manage an increasingly complex and growing Metro rail network. Relocating LASD personnel to a purpose-built modular building allows Metro to optimize the Control Room and CCTV Observation Area space while ensuring law enforcement operations remain fully functional. The project supports the continued safe operation of current and future rail lines, including the ESFV rail expansion line.

FINANCIAL IMPACT

This action will establish a \$17,000,000 LOP budget for a new capital project, Rail Operations Control Expansion. The \$13,200,048 of the LOP budget will be for the award of a contract to relocate the LASD (currently at the existing ROC) to Division 4, with the remaining balance of \$3,799,952 to facilitate the ROC expansion. Funds required for FY26 Budget expenditures will be supported by a net zero budget transfer.

Impact to Budget

The current sources of funds for this action are local funds, which are eligible for Rail Capital and Operating Projects. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. Metro continues to explore other avenues of funding to offset the cost of this facility expansion\.

EQUITY PLATFORM

The equity benefits of this action include improving transit infrastructure and enhancing the safety of Metro riders along transit lines through the expansion to the ESFV, including low-income riders and others who primarily use the Metro transit system to travel. Metro is committed to expanding transit assets to provide reliable and equitable transportation options for Metro riders.

The Diversity & Economic Opportunity Department (DEOD) recommended a 24% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this sole source procurement. The recommended contractor, WillScot, exceeded the goal by making a 30.23% SBE commitment and a 3.00% DVBE commitment, as summarized in Attachment C.

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 expand the ROC facility necessary for rail line expansion. 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 the recommendations aligns with Metro's Strategic Plan by advancing Goal No. 1, which is to provide high-quality mobility options that enable people to spend less time traveling; Goal No.2, which is to deliver outstanding trip experiences for all transportation system users; and Goal No. 3, which is to enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the LOP budget for the ROC expansion project. However, this is not recommended because the existing ROC facility will reach full capacity by 2027 with the opening of the PLE Section 3. Without expanding and reconfiguring the ROC facility, Metro will not be able to support the additional requirements of the ESFV rail project. This would jeopardize the system-wide integration for the ESFV rail project and disrupt revenue service commencement.

The Board may also choose not to award Contract No. C130977000 and instead direct staff to pursue the construction of a permanent Metro transit police station building for LASD and TCPD law enforcement operations. However, this alternative would require a significantly extended schedule that does not align with the timeline for the ROC facility expansion. Another option would be to deliver a less robust solution, such as standard trailers, which would not meet the operational requirements of LASD.

NEXT STEPS

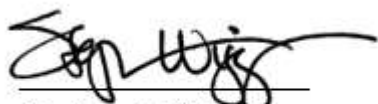
Upon approval by the Board, staff will execute Contract No. C130977000 with Williams Scotsman, Inc., dba WillScot, and proceed with the project delivery for the LASD and TCPD modular building and expand the ROC facility to accommodate the ESFV rail project.

ATTACHMENTS

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

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Carolina Coppolo, Deputy Chief, Vendor/Contract Management, (213) 922-4471

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


Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

DIVISION 4 LOS ANGELES COUNTY SHERIFF'S DEPARTMENT (LASD) MULTI-MODULAR BUILDING / C130977000

1.	Contract Number: C130977000	
2.	Recommended Vendor: Williams Scotsman, Inc. dba WillScot	
3.	Type of Procurement (check one): ☐ IFB ☐ RFP ☐ RFP-A&E ☒ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates:	
	A. Issued: March 18, 2025	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: April 25, 2025	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms Submitted to Ethics: April 29, 2025	
	G. Protest Period End Date: June 23, 2025	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Diana Sogomonyan	Telephone Number: (213) 922-7243
7.	Project Manager: Rudy Loera	Telephone Number: (213) 617-6225

A. Procurement Background

This Board Action is to approve Contract No. C130977000 to Williams Scotsman, Inc. dba WillScot, issued in support of relocating the Los Angeles Sherriff Department (LASD) from its current location at the Metro Rail Operations Center (ROC) to the new location at Metro Division 4 / Downey, located at 7878 Telegraph Rd., Downey, CA 90240, to support future ROC improvements. The Contractor will provide engineering design and construction for a multi-modular building to serve as the new LASD satellite facility to support Metro security operations. Contract awards are subject to the resolution of any properly submitted protest(s), if any.

The Scope of Work consists of two Phases:

- Phase I – Design and construction to deliver the multi-modular building, including: materials, labor, debris removal, disposal, and commissioning for the building; and
- Phase II – Lease Agreement for a term of not less than 5 years.

This sole source procurement was issued in accordance with Metro's Acquisition Policy. The contract type is a firm fixed price with a design-build project delivery method. The Diversity & Economic Opportunity Department (DEOD) recommended a Small Business Enterprise (SBE) goal of 24% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

Two (2) amendments were issued to the sole source proposer:

- Amendment No. 1, issued on April 11, 2025, clarified the Letter of Invitation by revising the SBE/DVBE goal to 24% and 3%, respectively; updated the Contract Document percentage of work to be completed by the Prime to 25%; and added five additional Specification Sections to the Contract Technical Documents.
- Amendment No. 2, issued on April 16, 2025, revised the Proposal Due Date to April 25, 2025.

A proposal was received on April 25, 2025, from Williams Scotsman, Inc. dba WillScot (WillScot).

B. Evaluation of Proposal

WillScot demonstrated its understanding of the design and construction services detailed in the Scope of Work and that it can develop and effectively execute appropriate and efficient solutions to technical issues in performing the work. WillScot demonstrated that it will employ means and methods that will optimally utilize construction activities and manage the design and construction of the Project. WillScot further highlighted its commitment to delivering a successful project during negotiations.

Qualifications Summary of Recommended Firm:

WillScot demonstrated that its proposed team has the skill and experience in projects of similar size and complexity and that its key personnel have the relevant qualifications and experience to safely and timely deliver a quality project in accordance with the Scope of Work and agreed upon Work Completion Schedule.

WillScot demonstrated it can provide a Quality Management system that ensures the requirements of the Project will be met or exceeded and has an acceptable safety record. WillScot demonstrated it will adhere to Metro Safety Department requirements to ensure it minimizes impacts to Division 4 operations and maintains safety for pedestrian and vehicular traffic flows during construction. This is inclusive of WillScot's general approach in mitigating risks and addressing Project challenges.

C. Cost/Price Analysis

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

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
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1.	Williams Scotsman, Inc. dba WillScot	\$13,494,840.68	\$10,800,000	\$13,200,048
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WillScot's proposed price to complete the project is approximately 22% higher than Metro's ICE. Pricing is consistent with the proposed means and methods required to complete the Scope of Work. The variance of WillScot's proposed price over the ICE is due to the factors listed below, which were further clarified by WillScot during negotiations:

- Pit-Set Foundation: Shoring requirements due to sandy soil conditions and benching requirements are greater than anticipated by the ICE.
- Building modifications: The requested customized floor plan requires new frames to be fabricated and new supporting materials to complete building construction.
- Building delivery, installation and set up: Due to the building modifications, delivery and installation costs increased to account for the customized floor plan.
- Building Communications & Electrical Power: Added scope by Metro Corporate Safety for the subject building Fire Alarm to be connected to the existing Fire Alarm Control Panel (FACP) at the site.
- Utilities: Electrical, plumbing, fire suppression, site work and connections; added scope by Metro Corporate Safety for a fire suppression flow indicator with connectivity to the division FACP.
- Dismantle & Return: The proposed price is based on the projected need to retrofit customized units back to a standard marketable unit.

D. Background on Recommended Contractor

Williams Scotsman, Inc. dba WillScot is headquartered in Phoenix, AZ, with more than 250 locations nationwide, including in Los Angeles County. WillScot has been in business for 80 years and is a leader in the technology for building mobile offices. WillScot has the ability to customize their facilities to meet customer needs and is an industry expert in modular construction, offering an experienced team to complete the Design Build project efficiently and safely.

WillScot has teamed up with several subcontractors to deliver this project, including certified SBEs and DVBES. WillScot has performed as the Prime Contractor and Subcontractor on several projects. Some current projects include: classrooms for Long Beach Unified School District, RJC Walsh Construction CTA Red Line Extension in Illinois, and Bremerton School District, Washington. WillScot's completed projects include: the LA Rams Training Facility in Woodland Hills, California, King Kamehameha III Elementary School, Pulelehua, Hawaii, and Conoco Willow, Alaska.

Funding and Expenditure Plan
Rail Operations Control Facility Expansion

Use of Funds	FY25	FY26	FY27	FY28	Total
Contract No. C130977000 - Division 4 LASD Modular Building Construction		\$ 7,000,000	\$ 6,200,048		\$ 13,200,048
Rail Operations Control Facility Reconfiguration Costs			\$ 1,000,000	\$ 500,000	\$ 1,500,000
Metro Workforces		\$ 300,000	\$ 350,000	\$ 349,952	\$ 999,952
Contingency				\$ 1,300,000	\$ 1,300,000

Total Project Costs \$ - \$ 7,300,000 \$ 7,550,048 \$ 2,149,952 \$ 17,000,000

Source of Funds	FY25	FY26	FY27	FY28	Total
Local : Measure XX		\$ 7,300,000	\$ 7,550,048	\$ 2,149,952	\$ 17,000,000

Total Project Funding \$ - \$ 7,300,000 \$ 7,550,048 \$ 2,149,952 \$ 17,000,000

Note: Future funding sources will be pursued as opportunities become available.

DEOD SUMMARY**DIVISION 4 LOS ANGELES COUNTY SHERIFF'S DEPARTMENT (LASD)
MULTI-MODULAR BUILDING/C130977000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 24% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise goal for this Sole Source procurement. Williams Scotsman, Inc. dba WillScot exceeded the goal by making a 30.23% SBE commitment, and a 3.00% DVBE commitment.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	30.23% SBE 3.00% DVBE
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	SBE Subcontractors	% Committed
1.	Craft Construction & Development, Inc.	21.96%
2.	A1 Electric Service Co., Inc.	5.90%
3.	ICI Engineers	0.55%
4.	MCM Integrated Systems Inc.	0.54%
5.	Sequoia Consultants, Inc.	0.50%
6.	SoCal Walden, Inc. dba Walden & Associates	0.78%
	Total SBE Commitment	30.23%

	DVBE Subcontractor	% Committed
1.	Elevating Sales Corp.	3.00%
	Total DVBE Commitment	3.00%

B. Local Small Business Enterprise (LSBE) Preference:

The LSBE Preference Program does not apply to this sole source procurement.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. 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).

D. Living Wage Service Contract Worker Retention Policy Applicability

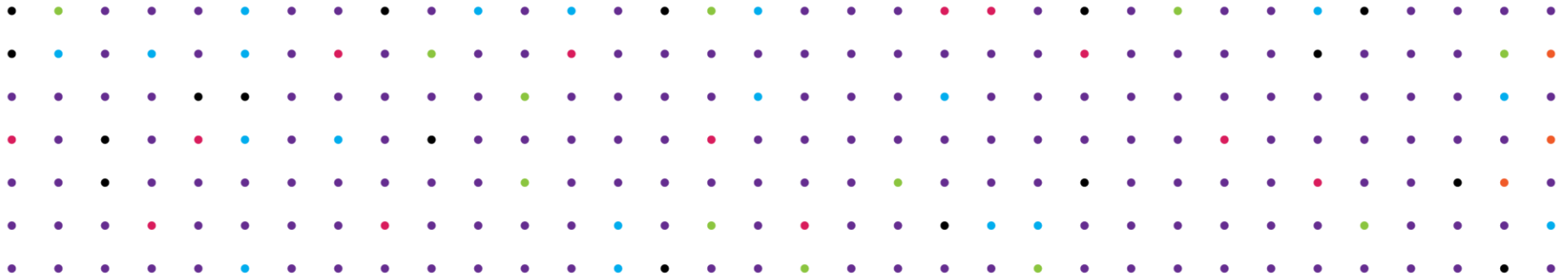
The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

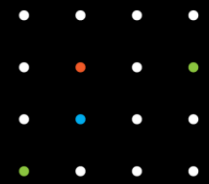
PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million. The PLA/CCP will apply to Phase I of this project only.

RAIL OPERATIONS CONTROL EXPANSION

July 17, 2025



RECOMMENDATION

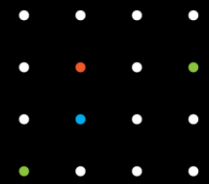


AUTHORIZE the Chief Executive Officer to:

- A. Establish a Life-of-Project (LOP) Budget of \$17,000,000 for the Rail Operations Control (ROC) Facility Expansion Project;
- B. Award a firm fixed price, sole source Contract No. C130977000 to Williams Scotsman, Inc. dba WillScot, in the amount of \$13,200,048, for the design and construction of a multi-modular building, to relocate Los Angeles County Sherriff's Department (LASD) personnel to Metro Division 4 that are currently housed at the ROC and accommodate the ROC facility expansion, subject to the resolution of properly submitted protest(s), if any;
- C. Find that there is only a single source of procurement for the item set forth in Recommendation B above and that the sole purpose is to construct a multi-modular facility to serve as a Metro transit law enforcement facility supporting LASD and Transit Community Public Safety Department (TCPSP) operations; and
- D. Execute individual contract modifications within and up to the Board authorized Contract Modification Authority (CMA) limit.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE & DISCUSSION



AWARDEE

Williams Scotsman, Inc. dba WillScot

NUMBER OF BIDS/PROPOSALS

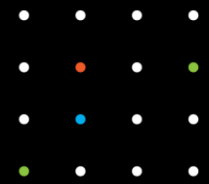
	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Williams Scotsman, Inc. dba WillScot	\$13,494,840.68	\$10,800,000	\$13,200,048

DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) recommended a 24% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this sole source procurement. The SBE commitment by the Awardee is 30.23% and DVBE commitment is 3%.



ISSUE & DISCUSSION



ISSUE

Currently, the LASD occupies approximately 5,000 square feet of the ROC facility, along with additional trailers in the parking lot. The ROC facility will reach maximum capacity when the Purple Line Extension (PLE) Section 3 begins revenue service in 2027.

DISCUSSION

To accommodate the expansion of the Control Room and CCTV Observer Area for the East San Fernando Valley (ESFV) rail project at the ROC facility, it is necessary to relocate LASD personnel. The proposed 15,000-square-foot modular building to be constructed in the rear yard of Division 4 will house LASD personnel and support law enforcement operations for the Metro transit system. The building will later be utilized by the Transit Community Public Safety Department as a substation when contract services with LASD reach their conclusion. The building will include special features such as steel reinforced floors, pit-set foundation and a masonry armory.