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

File #: 2025-0331, **File Type:** Contract **Agenda Number:** 29.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2025**

SUBJECT: CENTRALIZED MONITORING SYSTEM FOR TRACK AND TUNNEL INTRUSION DETECTION SYSTEM

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole-source firm fixed price contract, Contract No. PS128578000 to AGP Technologies, Inc. for the purchase of a centralized real-time monitoring system for the Track and Tunnel Intrusion Detection System (TTIDS) in the amount of $1,825,000, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is to purchase a centralized real-time monitoring system to monitor the existing TTIDS located at 23 stations located on the B and D Lines, from Union Station to Wilshire/Western, Vermont/Beverly to North Hollywood and Wilshire La Brea to Westwood/VA Hospital. Currently, TTIDS alarms are displayed only at Train Control & Communication (TC&C) rooms within stations at the module level. There is presently no capability to monitor TTIDS alarms remotely from the Rail Operations Control Center (ROC). The purchase of a centralized real-time monitoring system extends these monitoring capabilities to ROC to ensure that all TTIDS alarms are displayed at ROC to alert the train controllers.

BACKGROUND

In September 2019, the TTIDS project, CP212123, was approved as part of a Transit Security Grant Program (TSGP). A contract was approved by Metro's Board in April 2022 to install TTIDS equipment in Station TC&C Rooms and tunnel walls between Union Station and Wilshire/Western. The installation of this system was completed in March 2025. This detection system will provide notification of unauthorized access along Metro rights-of-way and ancillary areas. However, after further evaluation of the TTIDS, Metro staff identified additional opportunities for enhancement and improvement. It was determined that integrating remote monitoring services will strengthen its capabilities and effectiveness by having the system monitored directly by the Rail Operations Control Center, thereby providing quicker response times and faster communication to the train operator.

DISCUSSION

A total of 118 incidents occurred between July 2024 and May 2025 on the B and D Lines involving unauthorized intruders entering the tracks and tunnels within the right-of-way (ROW). Each intrusion incident requires train operations to stop and the third rail to be de-energized, resulting in an average recovery time of 45-60 minutes. These incidents disrupt normal train service and cause significant delays. Over the past 11 months, an average of 10.7 incidents per month has led to substantial schedule impacts.

If a centralized monitoring system is implemented, the ROC train controller can monitor the intrusion incidents in real time and warn train operators instantly. If the incident is monitored from the TC&C room, the system will require one person per room, to notify the ROC train controller. Having remote monitoring capability from ROC allows timely notifications to operators and allows trains to be operated in Auto Operating Mode, which can improve adherence to the train schedules. TTIDS, combined with the recently installed camera and announcement systems, provides visible technology that offers a nonintrusive, automated monitoring solution.

DETERMINATION OF SAFETY IMPACT

Metro Security and Law Enforcement officers respond to TTIDS incidents to locate the intruders in tunnels and trackways. During the search and recovery of intruders in the tunnels, the centralized monitoring system will provide the location data of the intruders in the tunnel via monitor screens and alarm displays. Overall, the system can improve officer safety and possibly reduce unexpected incidents on trackways and tunnels.

FINANCIAL IMPACT

A total of $ 1,825,000 is needed for this action. The budget is contained in Capital Project 205672 CCTV System Upgrade. The Life of Project (LOP) budget is $15,630,000. This action is within the project budget.

The Project Manager will be responsible for budgeting the cost of software upgrades, if applicable, in future Fiscal Years.

Impact to Budget

The current source of funds for this action is Proposition A 35%. This funding 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

TTIDS provides improvement on train schedules and safety for the public riders throughout Los Angeles County, including those traveling to and from Equity Focus Communities (EFCs). Faster, targeted responses to intrusions or emergencies mean fewer cascading delays that

disproportionately impact travelers under time constraints, ensuring the safe, uninterrupted service paramount for job access, school attendance, and essential trips.

Deployment of TTIDS technology ensures that EFCs are not left behind as the agency upgrades its systems and aligns with Metro's Equity Platform.

The B and D Lines serve numerous communities with a high EFC concentration, including Koreatown, Downtown Los Angeles, and Westlake. They also serve as a key transfer connection to other Metro rail lines and multiple businesses for workers, students, and residents in these EFCs. Stations numbered 4,5,7, & 8 are in EFCs of very high need, specifically, low-income riders who are the primary users of the system, while high need EFCs surround the other four stations:

1. Union Station (ABJ)
2. Civic Center/Grand Park (BJ)
3. Pershing Square (BJ)
4. 7th Street/Metro Center (ABEJ)
5. Westlake/MacArthur Park (B)
6. Wilshire/Vermont (BD)
7. Wilshire/Normandie (D)
8. Wilshire/Western (D)
9. Wilshire/Brea (D)
10. Wilshire/Fairfax (D)
11. Wilshire/La Cienega (D)
12. Wilshire/Rodeo (D)
13. Century City/Constellation (D)
14. Westwood/UCLA (D)
15. Westwood/VA Hospital (D)
16. Vermont/Beverly (B)
17. Vermont/Santa Monica (B)
18. Vermont Sunset (B)
19. Hollywood Western (B)
20. Hollywood Vine (B)
21. Hollywood Highland (B)
22. Universal (B)
23. North Hollywood (B)

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

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.

This item supports Metro's systemwide strategy to reduce VMT through equipment 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

The recommendation supports Metro's Strategic Plan Goal

1) Provide high-quality mobility options that enable people to spend less time traveling.
2) Deliver outstanding trip experience for all users of the transportation system.
5) Provide responsive, accountable, and trustworthy governance within the Metro organization.

This contract will help maintain safety, service, and reliability 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. With this, Metro is exercising good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

Staff considered not purchasing a centralized monitoring system; however, this alternative is not recommended since the existing monitoring located in TC&C rooms requires eight personnel for monitoring the system and could compromise public safety. Conversely, only one person is required to monitor eight stations from the ROC.

NEXT STEPS

Upon Board approval of the recommendation, staff will award Contract No. PS128578000and proceed with the TTIDS project work.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Kelvin Zan, Executive Officer, Operations Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

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

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CENTRALIZED MONITORING SYSTEM FOR TRACK AND TUNNEL INTRUSION SYSTEM/PS128578000

1.	**Contract Number**: **PS128578000**	
2.	**Recommended Vendor**: AGP Technologies, Inc	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☒ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: December 13, 2024	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: January 27, 2025	
	E. Pre-Qualification Completed: February 25, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: January 27, 2025	
	G. Protest Period End Date: N/A	
5.	**Solicitations Downloaded**: (1)	**Bids/Proposals Received**: (1)
6.	**Contract Administrator**: Melvin Santos	**Telephone Number**: (213) 922-3490
7.	**Project Manager**: Kelvin Zan	**Telephone Number**: (213) 617-6264

A. Procurement Background

This Board Action is to approve Contract No. PS128578000 issued in support of the Operations/Engineering Department to implement remote monitoring of the Track & Tunnel Intrusion Detection (TTID) system located at Rail Operation Control Center (ROC) to monitor real time information of TTID sensors at eight (8) B and D line Stations. Board approval of contract awards are subject to the resolution of any properly submitted protest(s), if any.

Metro has installed TTID systems in eight stations on the B and D Lines. The system has been tested and commissioned. Currently, all alarms associated with TTID sensors and systems are currently displayed in Train Control & Communication (TC&C) rooms in the stations

The Request for Proposal (RFP) 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 Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

One Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 3, 2025, clarified LOI-14 – Critical Dates and modified the due date of this solicitation from January 3, 2025, to January 27, 2025.

A total of one proposal was received on January 27, 2025.

B. Evaluation of Proposal

This procurement was conducted as a sole source, non-competitive award due to the proprietary nature of the required technology. A comprehensive technical evaluation of the proposal was conducted by the Project Manager to ensure the proposed solution meets all operational, technical, and performance requirements. AGP Technologies, Inc., is the original developer and integrator of the TTID system, currently deployed and is the only firm who can implement this next phase without risk to system compatibility or continuity of service.

C. Cost Analysis

The recommended proposal from AGP Technologies, Inc. has been determined to be fair and reasonable based on cost analysis, fact-finding, technical evaluation and an Independent Cost Estimate (ICE).

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	AGP Technologies, Inc	$1,825,000.00	**$2,000,000.00**	**$1,825,000.00**

D. Background on Recommended Contractor

The recommended firm, AGP Technologies, Inc, located in Vancouver, British Columbia, Canada has been in business for 16 years and is a leader in technology solutions for the public and private sectors. AGP Technologies Inc, has over 40 years of experience in security and safety management, the team is well-versed in implementing advanced systems designed to safeguard transit operations. AGP Technologies, Inc, possesses knowledge of transit security and its critical national infrastructure (CNI) security spans decades, offering deep insights into the challenges and solutions required to implement and integrate technology into operations. Additionally, the team's 30 years of expertise in technical and product management ensures seamless coordination of hardware, software, and system integration efforts.
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DEOD SUMMARY

CENTRALIZED MONITORING SYSTEM FOR TRACK AND TUNNEL INTRUSION SYSTEM/PS128578000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. AGP Technologies Inc. will perform the services of this contract with its own workforce.

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.

INFRASTRUCTURE, MAINTENANCE, AND ENGINEERING

CENTRALIZED MONITORING SYSTEM FOR TRACK AND TUNNEL INTRUSION SYSTEM

Metro

Operations, Safety, & Customer Experience Committee Meeting
June 18, 2025

RECOMMENDATION

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Metro

ISSUE & DISCUSSION

AWARDEE

AGP Technologies, Inc

NUMBER OF BIDS/PROPOSALS

1 Bid Received

Proposer	Proposal Amount	Metro ICE	Negotiated or NTE Amount
AGP Technologies, Inc.	$ 1,825,000.00	$ 2,000,000.00	$ 1,825,000.00

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

Metro

ISSUE & DISCUSSION

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There is presently no capability to monitor Track and Tunnel Intrusion Detection System (TTIDS) alarms remotely from the Rail Operation Control Center (ROC). The purchase of a centralized real-time monitoring system extends these monitoring capabilities to ROC to ensure that all TTIDS alarms are displayed at ROC to alert the train controllers.

DISCUSSION

If a centralized monitoring system is implemented, the ROC train controller can monitor the intrusion incidents in real-time and warn train operators instantly. Having remote monitoring capability from ROC allows trains to be operated in Auto Operating Mode, which can improve adherence to the train schedules.

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