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

File #: 2026-0753, **File Type:** Contract **Agenda Number:** 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 19, 2026**

SUBJECT: INFRASTRUCTURE PROTECTION SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 4 to Contract No. PS93158000 with Universal Protection Service LP, dba Allied Universal Security Services, to continue to provide infrastructure protection services in the North Region of Los Angeles County in the amount of $2,222,438, increasing the Not-To-Exceed (NTE) total contract value from $111,266,844 to $113,489,282 to fund services through June 30, 2027; and

B. EXECUTE Modification No. 3 to Contract No. PS93158001 with Inter-Con Security Systems, Inc. to continue to provide infrastructure protection services in the South Region of Los Angeles County in the amount of $11,313,262, increasing the NTE total contract value from $85,972,439 to $97,284,701 to fund services through June 30, 2027.

ISSUE

This Board action approves contract modifications to continue infrastructure protection services (IPS) for the Metro System through June 30, 2027. IPS secures rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities. Board-directed safety initiatives, system expansion, and special operations since FY24 have used contract authority faster than anticipated, and additional authority is needed to fund services through the end of FY27.

BACKGROUND

Metro's multi-layered public safety framework within the Department of Public Safety (DPS) consists of the following elements:

- **IPS** - Responsible for the physical security of stations, divisions, and terminals.
- **In-House Metro Transit Security** - Responsible for conducting fare and Code of Conduct enforcement for all riders.

- **Contract Law Enforcement** - Responsible for providing visibility to prevent crime and responding to calls for service.
- **Transit Ambassadors** - Responsible for aiding riders with wayfinding and general assistance which creates a safer environment. In addition, they are the “eyes and ears” of the system, reporting safety, security, and maintenance issues that need to be addressed.
- **Community-based Intervention Specialists**- Responsible for providing a proactive and community-centered approach to violence prevention.
- **Homeless Outreach Teams** - Responsible for coordinating services for the people experiencing homelessness on our system.

IPS provides critical infrastructure protection at select locations of the Metro system to protect Metro assets. They are deployed as a fully integrated and mutually supportive part of the multi-layered approach by providing dedicated fixed-post security protection to Metro properties, including employee parking facilities, Metro rail and Metro bus system parking lots, and short-term assignments and special security operations, as necessary. Services are deployed at Metro facilities and properties based on overall risk analysis, vulnerability assessments, area crime rates, facility configuration, and identified special needs. They are an added layer of visibility and presence and collaborate with Metro Transit Security and law enforcement by informing them of Code of Conduct violations and criminal activity for follow-up action.

In June 2023, the Board awarded two five-year, firm fixed unit rate contracts for IPS: Contract No. PS93158000 to Universal Protection Service LP, dba Allied Universal Security Services, for the North Region, and Contract No. PS93158001 to Inter-Con Security Systems, Inc., for the South Region. The awards replaced a single systemwide contract with two regional contracts at a combined not-to-exceed (NTE) value of $197,239,283 over a base term ending June 30, 2028. The regional model added 111 guards to then-current staffing to provide 24/7 coverage at rail stations and infrastructure facilities.

In September 2023, Board Motion 30 by Directors Bass, Horvath, Krekorian, Najarian, Solis, and Hahn (Attachment A) directed IPS support for ancillary area inspections at B and D Line stations. Staff executed Modification No. 2 to Contract No. PS93158000 to add this coverage and deployed 87 officers by February 2024.

In May 2024, Board Motion 31 by Directors Bass, Barger, Hahn, Solis, Najarian, and Yaroslavsky (Attachment B) directed a public safety surge that increased IPS train-riding patrols from 8 to 52 officers daily. The surge ended in January 2025, and train safety teams were discontinued in FY26.

DISCUSSION

Providing a visible security presence is an effective deterrent to crime and disorder, as well as mitigating acts of terrorism. Toward that end, Metro’s IPS are important in safeguarding patrons, employees, and facilities.

IPS provides 24/7 fixed-post coverage at 23 rail stations and 29 infrastructure facilities, with 19 roving teams covering 101 rail stations. Officers protect Metro assets and serve as an added layer of visibility, reporting Code of Conduct violations and criminal activity to Metro Transit Security and law

enforcement. IPS has also delivered measurable results: train-riding teams during the public safety surge increased trespassing arrests and enforcement, and IPS patrols supporting the Copper Wire Task Force helped reduce copper theft by more than 50 percent, the lowest level Metro has recorded.

As the system has grown and public safety needs have changed, Metro has relied on IPS for work beyond the base contract budget. Board-directed initiatives, including ancillary area inspections and the public safety surge, required additional officers. The opening of LAX/MTC added a 24/7 deployment. IPS also supported copper theft prevention, the Metro Talent Hub, bus bridges, and special events. Together, these needs drew down contract authority faster than planned.

IPS deployment has returned to the budgeted level of 387 officers across both contracts. Ancillary inspections and copper theft patrols are included in the base roving patrols. Staff has also launched a Digital Security Request Portal to control requests for additional resources, and established an annual forecast for unforeseen events.

The recommended modifications fund IPS services through June 30, 2027.

DETERMINATION OF SAFETY IMPACT

Authorizing these contract modifications will provide a positive safety impact for our employees and patrons by assisting in efforts to safeguard Metro's infrastructure, such as the bus yards, traction and power substations, and transit hubs like Union and El Monte stations. Providing a safe environment for our front-line employees will help employees feel their safety concerns are being heard and acted on. Furthermore, these services are key in Metro's multi-layered public safety model. Lastly, these contract modifications will not have any negative impact on establishing safety standards.

FINANCIAL IMPACT

Funding of $13,535,700 for this action is included in the FY27 Budget in cost center 2624, Contract Security Special Projects Unit, under projects 100001 - General Overhead, 300022 - Rail Operations - A Line, 300033 - Rail Operations - C Line, 300044 - Rail Operations - B Line, 300066 - Rail Operations - E Line, 300077 - Rail Operations - K Line, 306001 - Operations Transportation and 306007 - World Cup.

Since these are multi-year contracts, the cost center manager and the Chief of Police and Emergency Management will be accountable for budgeting the costs in future years.

Impact To Budget
The source of funds will come from operating eligible federal, state, and/or local resources that can be used for bus and rail operations.

EQUITY PLATFORM

The IPS contract is critical to maintaining a daily security presence and conducting end-of-line activities across the Metro system. This contract will serve stations located in Equity Focus Communities (EFCs), including census tracts in South Los Angeles and Downtown, where high-traffic

stations include LAX/MTC (K), Harbor Freeway (J), and 7th St/Metro Center (A/E), making these services especially important to ensure continued reliable transit options for transit-dependent riders in these areas. IPS services will help DPS continue improving the customer experience and perception of safety by keeping stations clear of trespassers and responding to security reports, ensuring the safety of staff and riders. DPS deploys contracted security based on crime statistics and trends, as well as weekly discussions among all other public safety personnel, to ensure officers are strategically deployed to identified problem areas. Additionally, all frontline personnel, including contracted security officers, complete regular training, including de-escalation and implicit bias training, as well as Narcan administration, to ensure proactive engagement to prevent safety issues. This helps ensure security avoids using force unless absolutely necessary and does not target vulnerable groups in the community. While DPS requests these contract modifications to maintain coverage of the Metro system, it will continue to deploy and use care-based personnel, including homeless outreach and Ambassadors, when appropriate.

At the time of award, both Allied Universal Security Services and Inter-Con Security Systems made a DBE commitment on each of their contracts. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are three (3) Metro-certified small businesses participating in these contracts.

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 operational activities that will improve public safety and customer experience on Metro's bus and rail system and further encourage transit ridership. 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 Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

ALTERNATIVES CONSIDERED

The Board may decline to approve these contract modifications. This alternative is not recommended because Metro currently does not have the internal resources to provide the necessary level of staffing needed system-wide to safeguard critical infrastructure, employees, and patrons. Further, the current levels of protection services are necessary to provide preventative security in support of Metro's growing infrastructure needs, including copper theft mitigation. The board recommendation also accounts for the resources necessary to support the 2028 Olympics.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 4 to Contract No. PS93158000 with Universal Protection Service LP, dba Allied Universal Security Services, and Modification No. 3 to Contract No. PS93158001 with Inter-Con Security Systems, Inc.

ATTACHMENTS

Attachment A - Board Motion 30
Attachment B - Board Motion 31
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary

Prepared by: R. Gummer, Deputy Chief, Emergency Management and Security Division
C. Coppolo, Deputy Chief, Vendor/Contract Management Officer

Reviewed by: W. Scott, Chief of Police and Emergency Management
M. Antonelli, Chief Vendor/Contract Management Officer

Stephanie Wiggins
Chief Executive Officer

Metro

Los Angeles County
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Los Angeles, CA

Board Report

File #: 2023-0598, **File Type:** Motion / Motion Response **Agenda Number:** 30.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 21, 2023

Motion by:

DIRECTORS BASS, HORVATH, KREKORIAN, NAJARIAN, SOLIS, AND HAHN

Ancillary Areas

As Los Angeles County's homelessness and addiction crises have worsened, Metro has experienced a rise in people trespassing in the ancillary spaces of its system. Within Metro underground stations, primarily on the B (Red) & D (Purple) Lines, there are 97 ancillary corridors and rooms designed for use by Metro personnel and closed to the public except for emergency evacuations. Ancillary areas are also found on the E (Expo), K (Crenshaw/LAX), and Regional Connector Lines. Metro personnel use these corridors to access specific equipment rooms to support operations, including traction power rooms, train control and communications rooms, ventilation dampers, and elevator machinery rooms. Many of these ancillary corridors are monitored but unlocked per Fire/Life Safety design to allow for alternate emergency exit pathways.

In May 2023, Metro commissioned an industrial hygienist to study the condition of these areas and provide recommendations as to any steps Metro needed to take to properly clean the ancillary areas and protect employees from associated hazards. The study discovered trace levels of biohazards, such as drug residue and human waste. It concluded that Metro needed to adjust cleaning methods and require the use of personal protective equipment (PPE) to ensure the safety of employees who clean and perform maintenance in these areas.

In June 2023, in response to the findings of the environmental study, Corporate Safety developed standard operating procedures outlining the cleaning protocols, decontamination process, and waste disposal process. Based on these recommendations, a new 2-step process was introduced to clean and secure the ancillary areas.

Step 1: Armed security officers inspect the ancillary areas for the presence of trespassers. Once secured, the custodians presoak the ancillary areas with a cleaning agent called Apple Meth Remover, which has been proven more effective in significantly reducing contamination than the previous cleaning agent MonoFoil M. The cleaning agent needs to soak for four hours.

Step 2: After the required time has passed, the ancillary areas are re-inspected to ensure no trespassers are present; then, custodians re-enter to remove any debris left behind by trespassers

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and conduct a deep cleaning of the site.

Since August, all ancillary areas on the 16 B & D-Line stations are considered “hot spots” and are cleaned and decontaminated with this two-step process every other week (twice a month).

Additionally, System Security and Law Enforcement (SSLE), has developed a plan to deploy contract security officers (security team) at every B & D-Line station to actively patrol and conduct three inspections of every ancillary area per shift, two shifts per day. To maintain accountability, each security team will contact the Metro Security Operations Center before and after each inspection. In the event a trespasser is identified, they will be detained and removed from the ancillary areas by the security team. As frequently as possible, the Los Angeles Police Department will be contacted to arrest the individual for trespassing. Should the trespasser be arrested three times, SSLE will work with Transit Court to get the trespasser banned from the system for a period of time.

Local audible alarms at the B, D, & E-Line Station ancillary areas operate as follows when the badge reader is not used before opening the emergency exit doors:

- Alarm sounds when the door is opened and continues until the door closes, and no motion is detected behind the door.
- Alarm switches off when the door is closed OR when the door stays open, and motion is detected behind the door.

The alarms on the K-Line & Regional Connector stay activated when the door is opened and is only deactivated with a SSLE activated key.

As Metro continues to improve the ancillary areas' cleanliness and safety and address the environmental study findings, the Board should receive regular status updates on this crucial issue.

SUBJECT: ANCILLARY AREAS MOTION

RECOMMENDATION

APPROVE Motion by Directors Bass, Horvath, Krekorian, Najarian, Solis, and Hahn that the Board direct the Chief Executive Officer to:

A. Provide the Board with a current update on the status of the ancillary areas and their cleaning status;

B. Develop a detailed plan to conduct daily inspections and cleaning of the ancillary areas across the Metro rail system. This plan is to include methods Metro will take to ensure the areas have been serviced by Metro staff;

C. Ensure that once an ancillary area alarm has been activated, the audible notification continues until manually deactivated by Metro staff;

D. Evaluate options to further secure these areas for their intended use while maintaining

emergency access; and

E. Report back to the Board in October and quarterly thereafter on the status of all the above, including an updated industrial hygienist audit within 12 months.

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Board Report

File #: 2024-0365, **File Type:** Motion / Motion Response **Agenda Number:** 31.

REGULAR BOARD MEETING
MAY 23, 2024

Motion by:

DIRECTORS BASS, BARGER, HAHN, SOLIS, NAJARIAN, AND YAROSLAVSKY

Metro Public Safety Surge Motion

Recently, our system has endured an uptick in violence and crime. Law enforcement agencies are reporting a rise in crime, resulting in increased arrests and citations for trespassing, narcotics, and weapons possession. As Metro ridership continues to increase to pre-pandemic levels, reaching more than 950,000 weekday riders in March 2024, the increase in crime threatens to derail our goal of exceeding 1.2 million weekday riders if we cannot ensure the safety of those who want and need to use the bus and rail system. As a Board, we propose urgent, decisive action to keep our riders, employees, and community members safe.

The Metro Board of Directors took swift action last month to approve the manufacture and installation of reinforced physical barriers to better protect bus operators from this senseless violence. Metro's entire bus fleet is anticipated to be fitted with new barriers by the end of the year. However, this is not enough. There has been a surge in violent crimes across the Metro bus and rail system over the past 3 months, resulting in death, injuries, and increased safety concerns for Metro's riders and frontline employees.

Additionally, Wi-Fi and cell phone service are not reliably available throughout Metro's rail system, hampering our riders' ability to communicate with public safety personnel. Metro's Transit Watch Mobile App, for instance, allows riders to directly contact emergency and law enforcement personnel by text or phone, but requires Wi-Fi or cellular service. We must ensure Wi-Fi and cell phone service are available systemwide so that riders can quickly and easily contact public safety personnel when needed.

While Metro and its security partners have taken many steps to improve safety, we must do more to ensure the safety of our riders and employees across the system.

SUBJECT: METRO PUBLIC SAFETY SURGE MOTION

RECOMMENDATION

APPROVE Motion by Bass, Barger, Hahn, Solis, Najarian, and Yaroslavsky that the Board direct the

Chief Executive Officer to:

A. Increase the daily planned deployment of public safety personnel, adjusting deployment to focus on the rail cars, buses, and stations with the highest incidents of crime and public safety issues so that riders and frontline employees feel safe.

B. Direct public safety personnel, including Los Angeles Police Department, Los Angeles Sheriff's Department, Long Beach Police Department, and Metro Transit Security officers to be physically present on buses and trains.

C. Direct public safety personnel to proactively walk through rail cars and ride buses. Public safety personnel must also schedule overlapping or staggered shift times to ensure continuity and avoid gaps in coverage.

D. Establish a unified command led by Metro's Systems Security & Law Enforcement Department, with representation from all public safety resources.

E. Ensure that cellular service is enabled and working at all underground metro rail stations, on the platforms, and during transit throughout the rail system, and bolster education and awareness of Metro's Transit Watch Mobile App so riders can directly access an emergency response.

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PROCUREMENT SUMMARY

INFRASTRUCTURE PROTECTION SERVICES/ PS93158000

1.	**Contract Numbers:** PS93158000 (North Region)			
2.	**Contractors:** Universal Protection Service LP, dba Allied Universal Security Services			
3.	**Mod. Work Description:** Continue existing services			
4.	**Contract Work Description:** Provide infrastructure protection services			
5.	**The following data is current as of:** 10/9/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	6/22/23	**Contract Award Amount:**	$111,266,843
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	9/30/28	**Pending Modifications (including this action):**	$27,951,953
	Current Est. Complete Date:	9/30/28	**Current Contract Value (with this action):**	$139,218,796
7.	**Contract Administrator**: K. Liew			
8.	**Project Manager**: J. Ortiz			

A. Procurement Background

This Board Action is to approve Modification No. 4 to Contract No. PS93158000 (North Region) with Universal Protection Service LP, dba Allied Universal Security Services, to continue to provide infrastructure protection services for selected portions of the regional Metro System, which includes rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities.

This contract modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed unit rate.

In June 2023, the Board approved the award of five-year contracts to Universal Protection Service LP, dba Allied Universal Security Services, and Inter-Con Security Systems, Inc. to provide infrastructure protection services.

Three modifications have been issued to date.

Refer to Attachment D – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on an Independent Cost Estimate (ICE) using the firm fixed unit rates that were established and evaluated as part of the competitive award in June 2023. Rates remain unchanged and are lower than current market rates for similar services.

Proposal Amount	Metro ICE	Recommended Amount
$27,951,953	$27,951,953	$27,951,953

PROCUREMENT SUMMARY

INFRASTRUCTURE PROTECTION SERVICES/ PS93158001

1.	**Contract Numbers:** PS93158001 (South Region)			
2.	**Contractors:** Inter-Con Security Systems, Inc.			
3.	**Mod. Work Description:** Continue existing services			
4.	**Contract Work Description:** Provide infrastructure protection services			
5.	**The following data is current as of:** 10/9/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	6/22/23	**Contract Award Amount:**	$85,972,439
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	9/30/28	**Pending Modifications (including this action):**	$37,594,821
	Current Est. Complete Date:	9/30/28	**Current Contract Value (with this action):**	$123,567,260
7.	**Contract Administrator**: K. Liew			
8.	**Project Manager**: J. Ortiz			

A. Procurement Background

This Board Action is to approve Modification No. 3 to Contract No. PS93158001 (South Region) with Inter-Con Security Systems, Inc. to continue to provide infrastructure protection services for selected portions of the regional Metro System, which includes rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities.

This contract modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed unit rate.

In June 2023, the Board approved the award of five-year contracts to Universal Protection Service LP, dba Allied Universal Security Services, and Inter-Con Security Systems, Inc. to provide infrastructure protection services.

Two modifications have been issued to date.

Refer to Attachment D – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on an Independent Cost Estimate (ICE) using the firm fixed unit rates that were established and evaluated as part of the competitive award in June 2023. Rates remain unchanged and are lower than current market rates for similar services.

Proposal Amount	Metro ICE	Recommended Amount
$37,594,821	$37,594,821	$37,594,821

ATTACHMENT D

CONTRACT MODIFICATION/CHANGE ORDER LOG

INFRASTRUCTURE PROTECTION SERVICES / PS93158000 (NORTH REGION)

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Revised Exhibit G - Approved Subcontractors and Suppliers to add a DBE subcontractor.	Approved	9/19/23	$0
2	Revised Exhibit A - Scope of Services to provide flexibility for Metro to request an increase in armed security guards as necessary, added service areas, and required service levels for enhanced coverage	Approved	10/9/23	$0
3	Revised Exhibit A - Scope of Services to add other required equipment and services; and updated Exhibit B - Pricing Agreement to incorporate the corresponding fully burdened rates for added equipment and services.	Approved	6/28/24	$0
4	**Continue to provide existing services.**	**Pending**	**Pending**	**$27,951,953**
	Modification Total:			**$27,951,953**
	Original Contract:		**6/22/23**	**$111,266,843**
	Total:			**$139,218,796**

CONTRACT MODIFICATION/CHANGE ORDER LOG

INFRASTRUCTURE PROTECTION SERVICES / PS93158001 (SOUTH REGION)

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Revised Exhibit A - Scope of Services to add other required equipment and services; and updated Exhibit B - Pricing Agreement to incorporate the corresponding fully burdened rates for added equipment and services.	Approved	6/28/24	$0
2	Revised Exhibit G - Approved Subcontractors and Suppliers to replace a subcontractor.	Approved	12/5/25	$0
3	**Continue to provide existing services.**	**Pending**	**Pending**	**$37,594,821**
	Modification Total:			**$37,594,821**
	Original Contract:		**6/22/23**	**$85,972,439**
	Total:			**$123,567,260**

DEOD SUMMARY

INFRASTRUCTURE PROTECTION SERVICES/PS93158000 AND PS93158001

A. Small Business Participation – PS93158000 (North Region)

At the time of award, Allied Universal Security Services (AUS) made a 32% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there is one (1) Metro certified small business participating on the contract.

B. Small Business Participation – PS93158001 (South Region)

At the time of award, Inter-Con Security Systems, Inc. (ICS) made a 30% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are two (2) Metro certified small businesses participating on the contract.

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the Living Wage rate for original contracts bid in FY23 of $26.32 per hour ($20.23 base + $6.09 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

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

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.

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.

Infrastructure Protection Services

Operations, Safety, & Customer Experience Committee
November 19, 2026
File ID 2026-0753

Metro

Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 4 to Contract No. PS93158000 with Universal Protection Service LP, dba Allied Universal Security Services, to continue to provide infrastructure protection services in the North Region of Los Angeles County in the amount of $2,222,438, increasing the Not-To-Exceed (NTE) total contract value from $111,266,844 to $113,489,282 to fund services through June 30, 2027; and

B. EXECUTE Modification No. 3 to Contract No. PS93158001 with Inter-Con Security Systems, Inc. to continue to provide infrastructure protection services in the South Region of Los Angeles County in the amount of $11,313,262, increasing the NTE total contract value from $85,972,439 to $97,284,701 to fund services through June 30, 2027.

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Background and Issue

- In June 2023, the Metro Board awarded contracts to Universal Protection Service LP, dba Allied Universal Security Services, and Inter-Con Security Services, Inc. to provide infrastructure protection services.
    - This model includes fixed post coverage at 23 rail stations and 29 infrastructure facilities, along with 19 roving teams that cover 101 rail stations.
- IPS provides critical infrastructure protection at select locations of the Metro system to protect Metro assets.
- While the contract awards anticipated occasional ad hoc deployments for emergencies and special functions, the compounding frequency of system expansions, copper theft prevention details, and prolonged public safety surges has far exceeded original projections.

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Next Steps

- Upon Board approval, staff will execute Modification No. 4 to Contract No. PS93158000 with Universal Protection Service LP, dba Allied Universal Security Services, and Modification No. 3 to Contract No. PS93158001 with Inter-Con Security Systems, Inc.

Metro