



Board Report

File #: 2021-0443, File Type: Informational Report

Agenda Number: 22.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE JULY 15, 2021

SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE (PSAC) QUARTERLY UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING Public Safety Advisory Committee (PSAC) quarterly update; and
- B. APPROVING recommended compensation for members of the public serving on the PSAC (Attachment B).

ISSUE

This report reflects a quarterly update of progress in convening an advisory committee that will provide recommendations on how Metro can reimagine public safety on its system.

BACKGROUND

In the June 2020 Regular Board Meeting, the Board of Directors approved motions 37 and 37.1 for Metro staff to form an advisory committee and, in partnership, develop a community-based approach to public safety on the transit system. Staff is to report back on a quarterly basis.

DISCUSSION

System Security and Law Enforcement (SSLE) established an Internal Steering Committee comprising of the Office of the CEO that is inclusive of the Executive Officer for Customer Experience and Executive Officer for Equity and Race, Communications, Office of Civil Rights & Inclusion, and the Office of Inspector General that would work in designing and launching Metro's first Public Safety Advisory Committee (PSAC). The following sections outline Metro's update in convening such a committee.

MAY PSAC MEETINGS

On Wednesday, May 5, 2021, we had our third virtual PSAC meeting with over seventy (70) attendees. Agenda items included a group check-in, agreed-on ground rules for current and future PSAC meetings, and established a voting decision-making model for PSAC recommendations. Membership agreed and approved using a hybrid model that incorporates both consensus and a majority rule decision-making model. Moreover, Metro staff will take PSAC recommendations into

account and will exercise a final executive decision model.

On Wednesday, May 19, 2021, we had our fourth virtual PSAC meeting with over sixty (60) attendees. The agenda included a discussion on the PSAC Charter & Bylaws, a Transit Ambassador Program Scoping introductory discussion, followed by a brief presentation of Short-Term Continuation of Programs. This included an introductory conversation on the next infrastructure protection services contract on which PSAC will provide feedback. The facilitators shared a high-level work plan, and the five (5) priorities converted into ad-hoc subcommittees. After receiving PSAC member feedback, the following ad-hoc subcommittees were recommended: Policing Contracts, Transit Ambassador Program and Training, Public Safety Survey, Infrastructure Protection Services, and Community Engagement.

JUNE PSAC MEETINGS

On Wednesday, June 2, 2021, we had our fifth virtual PSAC meeting with over sixty-five (65) attendees. Sign language and Spanish translation services were offered and will be standing resources for future PSAC meetings. In addition, PSAC facilitators have been incorporating closed captioning during meetings. There was a follow-up discussion of the Charter & Bylaws. After extensive dialogue between membership and Metro staff, the membership approved the Charter and Bylaws with the following amendment: "Amendments to this Charter & Bylaws may be made by a two-thirds majority vote of the PSAC Membership in consultation with the Metro Administrative Staff (MAS). Any proposed Charter & By-laws amendment must be properly noticed on the agenda of a regularly scheduled PSAC meeting and scheduled for a membership vote at the next regularly scheduled PSAC meeting." The following agenda item was a presentation on Metro's Public Safety Model Overview to educate members of Metro's current safety resources. Due to time constraints, the Infrastructure Protection Services Overview and Ad-Hoc Subcommittee assignment items were moved to the next general PSAC meeting.

On June 14, 2021, we had our first PSAC Infrastructure Protection Services (IPS) Ad-hoc Subcommittee meeting. The key topics discussed included the proposed timeline for the next contract and an overview of the current contract scope of work. During the timeline overview, the subcommittee members expressed that the timeline may be too aggressive and would need more time to present thoughtful recommendations for the next IPS contract. Staff is planning to schedule at least three more ad-hoc meetings with the goal of finalizing recommendations by July 21st. If PSAC needs additional time, we will relay this information to the Board of Directors.

On Wednesday, June 16, 2021, LA Metro had its sixth virtual Public Safety Advisory Committee (PSAC) with over 70 attendees. Routinely, the facilitation team starts the meetings with roll call, meeting reminders, and approval of the last PSAC meeting(s) minutes. PSAC meeting minutes for 5/19/21 & 6/02/21 were approved with no membership modifications. It is worth mentioning that PSAC staff continues to provide sign language interpreters and Spanish-translated material for public viewing. Next, the facilitation team averted membership check-in upon membership request and used the time for public comment. Moreover, Metro staff will now have the opportunity to respond to public comment(s), membership comments, under the Brown Act regulations and if time permits. The facilitating team then introduced the next item of the agenda, a committee member's proposal to restructure the ad-hoc committees. Membership had the opportunity to discuss briefly, and due to anticipated interest from membership, the proposal was tabled for the next meeting due to the time-

limit. The next agenda item was the Law Enforcement Overview PowerPoint, presented by Judy Gerhardt, Metro's Chief System Security & Law Enforcement. Judy covered a high-level overview on the existing law enforcement contract with Metro; provided a timeline for a new law enforcement solicitation, requested recommendations from PSAC membership, and indicated extensions for police contracts requires going to the Metro Board of Directors. The following item on the agenda was Metro's Public Safety Model Overview PowerPoint, which was going to be presented by Ron Dickerson, Metro's Deputy Executive Officer of System Security & Law Enforcement. Due to time constraints, the item was not presented, and the PowerPoint was shared with the members for reference. The final item on the agenda was the Ad-Hoc Subcommittee Reports from membership. Membership provided a short synopsis of their most recent meetings with both the Transit Ambassador & Training and the Infrastructure Protection Services Ad-hoc committees. The facilitators then closed the meeting with General Public comments and adjournment.

EQUITY PLATFORM

SSLE staff is improving equitable outcomes for marginalized and vulnerable groups by convening a diverse group of community members with unique and lived experiences using the Metro system who will provide feedback on how Metro can reimagine public safety to ensure all riders feel safe. In addition, the staff is in the process of launching a public safety survey, a first of its kind, that will serve as another opportunity for the general public to share their perceptions and recommendations for public safety. The survey data will be provided to PSAC members to help shape their recommendations. Lastly, to improve the level of accessibility during the public meetings, we have begun to offer closed captioning, ASL, and Spanish translations. These will be standing resources at all public PSAC meetings.

RECOMMENDED COMPENSATION

Compensating members of the public who serve on advisory committees for their time and expertise helps advance equitable outcomes, uplifts the lived experiences of our historically marginalized and most vulnerable users, and levels the playing field with other advisors (technical or otherwise). As noted in the April 2021 PSAC Quarterly update, staff is developing an Advisory Body Compensation Policy (ABCP), an administrative policy that determines if, when, and how members of the public serving on Metro sanctioned or created advisory bodies are compensated for their labor and the wealth of experience, expertise, and knowledge they bring through their participation.

As also noted in the April 2021 Quarterly report, given the roles and responsibilities of the PSAC, Metro has committed to applying the ABCP to the PSAC retroactively, as of April 7, 2021, which was the date of their first meeting, as a part of the first phase of implementation. To ensure no further delay in PSAC compensation while staff works to finalize the ABCP and determine its applicability to existing advisory bodies, staff recommends the Board approve compensation for the PSAC, at a rate of \$200 per general meeting for voting members, \$175 per general meeting for alternates, and \$50 per meeting for all subcommittee participants, or the cash equivalents, as necessary. There will be total compensation maximums per fiscal year, based on an estimated participation in 24 general meetings and 14 subcommittee meetings per fiscal year, as described below.

PSAC Compensation Fee Structure		
	Compensation Rate	Fee Maximum per Fiscal Year
Member	\$ 200 per meeting	\$ 5,500
Alternate	\$ 175 per meeting	\$ 4,900
Subcommittee Participation	\$ 50 per meeting*	

*Regular and subcommittee compensation counts toward the maximum listed for each membership type.

SSLE, as the PSAC administrator, will be responsible for budgeting, funding, and ensuring compensation is provided. Staff will return to the board with an update on the final ABCP in September 2021, which will include analysis of existing advisory body compensation structures and application of the policy to all of Metro's advisory bodies.

NEXT STEPS

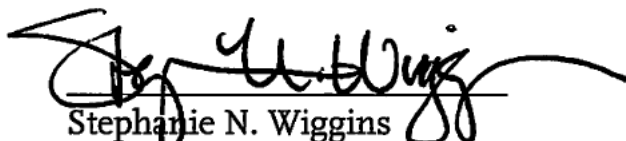
We will continue to provide PSAC updates in the monthly Transit Safety and Security Performance report.

ATTACHMENTS

- Attachment A - PSAC Board Motions
- Attachment B - Compensation Fee Structure

Prepared by: Imelda Hernandez, Manager, Transportation Planning, System Security and Law Enforcement, (213) 922-4848

Reviewed by: Judy Gerhardt, Chief System Security and Law Enforcement Officer, (213) 922-2711



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

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

File #: 2020-0429, File Type: Motion / Motion Response

Agenda Number: 37.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020

Motion by:

DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit \$20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract.

SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT

RECOMMENDATION

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

- A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial,



cultural, gender, income, geography, immigration status, and housing status.

- B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:
1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
 2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
 3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
 4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives (BF 2018-0365).
 5. Education about and expansion of fare discount programs.
 6. Outreach and services for unhoused individuals.
 7. A shift of resources from armed law enforcement to the above strategies.
- C. Consult with the Advisory Committee when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal.
- D. Report back to the Operations, Safety, and Customer Experience Committee in 90 days, and quarterly thereafter until the 2022 contract renewal. In the final quarterly report of 2022, include an external, third-party evaluation of the effectiveness of the Advisory Committee and a recommendation on whether it should continue.



Metro

Board Report

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

File #: 2020-0445, File Type: Motion / Motion Response

Agenda Number: 37.1.

REGULAR BOARD MEETING
JUNE 25, 2020

Amending Motion by:

DIRECTOR FASANA AND BUTTS

Related to Item 37: A Community Safety Approach to System Security and
Law Enforcement

**SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW
ENFORCEMENT**

RECOMMENDATION

APPROVE Amending Motion by Directors Fasana and Butts that the Board direct the Chief Executive Officer to:

- B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:

- 8. **Fasana Amendment:** Add the Customer Code of Conduct to the committee's purview.

- 9. **Butts Amendment:** Task the committee with developing a mission and values statement for transit policing.



Metro

Board Report

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

File #: 2020-0429, File Type: Motion / Motion Response

Agenda Number: 37.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020

Motion by:

DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit \$20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract.

SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT

RECOMMENDATION

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

- A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial,



reimbursement, and other forms of compensation;

B. Report to the Board in June 2021 with a review of compensation for Metro's advisory committees and a policy for the reasonable compensation of their members; and

C. Include in each monthly Transit Public Safety report updates on the progress and activities of the Public Safety Advisory Committee



Metro

Board Report

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

File #: 2021-0190, File Type: Motion / Motion Response

Agenda Number: 26.2.

REGULAR BOARD MEETING
MARCH 25, 2021

Motion by:

DIRECTORS BONIN, GARCETTI, MITCHELL, HAHN, DUPONT-WALKER, AND SOLIS

Related to Item 26: Transit Law Enforcement Services

Investment in Alternatives to Policing

In June 2020, the Board voted to embark on a process to reimagine public safety on Metro in response to demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement. The Board's mandate was for the agency to work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract. Metro has now established a Public Safety Advisory Committee (PSAC) to formalize this partnership. PSAC will create a space where community leaders work in partnership with Metro staff, including bus and rail operators, on the future of public safety on the Metro system.

Last month, a proposal to increase Metro's law enforcement contract by \$111 million sparked further attention to Metro's considerable spending on policing and the relative lack of investment in alternative public safety strategies. Last month's recommendation provided at least a year for PSAC to develop and finalize its recommendations. The current proposal would greatly accelerate the pace of work for the newly formed PSAC, with recommendations now due by the end of the year in order to begin implementation by January 2022.

Standing up a new model of public safety will take time, including identifying funding and beginning to staff up new initiatives. To jump-start this acceleration, the Board should proactively set aside resources now in support of PSAC's work. These early actions are consistent with and build on Metro's Customer Experience Plan and the *Understanding How Women Travel Study*. Acting now will allow Metro to build capacity for alternative approaches while ensuring a smoother transition in the future.

SUBJECT: INVESTMENT IN ALTERNATIVES TO POLICING



RECOMMENDATION

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

A. Include in the FY22 budget at least \$40 million for the following initiatives, consistent with the Equity Platform and the Customer Experience Plan:

1. Public Safety:

- a. \$20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the S.F. BART program.
- b. \$1 million for elevator attendants at stations.
- c. \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations.
- d. \$5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system.
- e. Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors.
- f. \$3 million for pilot safety strategies on board buses to be recommended by PSAC.

2. Homelessness:

- a. \$2 million for short term shelter for homeless riders.
- b. \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services.
- c. \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness.
- d. \$3 million for pilot homelessness strategies to be recommended by PSAC.

B. Establish a target to ensure the participation of LA County-based organizations and

enterprises in the above initiatives.

- C. Consult with PSAC on the program design and implementation of all of the above initiatives.

PSAC Compensation Fee Structure		
	Compensation Rate	Fee Maximum per Fiscal Year
Member	\$ 200 per meeting	\$ 5,500
Alternate	\$ 175 per meeting	\$ 4,900
Subcommittee Participation	\$ 50 per meeting*	

*Regular and subcommittee compensation counts toward the maximum listed for each membership type.



Public Safety Advisory Committee (PSAC) Quarterly Update

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE

2021-0443 | JULY 15, 2021

May Meetings

- Held foundational discussions on the following: ground rules, decision making models, Charter and Bylaws, and work plan topics.
- Ad-hoc subcommittee proposals were presented to members based on priority and time-sensitive deadlines (i.e., policing contracts).

June Meetings

- Membership approved their Charter and Bylaws.
- Metro staff began conducting informational presentations on Metro's existing Public Safety Model, Infrastructure Protection Services, and Law Enforcement Contracts.
- Ad-hoc committee meetings commenced with standing report outs during public PSAC meetings.
 - Recurring concern from members is the short turnaround time to provide staff with recommendations
- Translation services were made available and will be offered at all public PSAC meetings, regardless if they are requested, to improve inclusivity.

July Meetings

- In our July bi-weekly and ad-hoc meetings, members will be having follow-up discussions and preparing their recommendations on the following:
 - Public Safety Survey – 7/5/21
 - Future Infrastructure Protection Services Contract – 7/21/21
 - Future Policing Contracts - 7/29/21

Recommended Compensation

- Staff recommends the Board approve compensation for the PSAC, at a rate of \$200 per meeting for voting members, \$175 per meeting for alternates, and \$50 per meeting for all subcommittee participants, or the cash equivalents, as necessary.
 - Total compensation caps estimate a maximum 24 general meetings and 14 subcommittee meetings per fiscal year, per member.
- Staff will return to the board with an update on the final Advisory Body Compensation Policy (ABCP) in September 2021.
 - The policy will be informed by an assessment of existing advisory body compensation structures and apply to all advisory bodies created or sanctioned by Metro.