

Metro

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



Metro

Agenda - Final

Thursday, November 17, 2016

10:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

System Safety, Security and Operations Committee

Michael Antonovich, Chair

Mike Bonin, Vice Chair

Diane DuBois

Paul Krekorian

Mark Ridley-Thomas

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 24.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

24. RECEIVE AND FILE report of the **Customer Experience Technology Improvements.** [2016-0862](#)

NON-CONSENT

25. **Operations Employees of the Month** [2016-0734](#)

26. RECEIVE oral report on **System Safety, Security and Operations.** [2016-0735](#)

27. AUTHORIZE the Chief Executive Officer to award a firm-fixed price Contract under RFP No. OP6355500HR4000, **Heavy Rail Vehicle (HRV) Acquisition, to China Railway Rolling Stock Corp (CRRC) MA Corporation** in the not-to-exceed amount of \$178,395,869 for a period of 62 months from Notice-to-Proceed (NTP) for the production and delivery of the 64 HRV Base Order, subject to the resolution of protest(s), if any. [2016-0646](#)

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - JULY 17, 2014 BOARD AUTHORIZATION FOR BEST VALUE F](#)
[Attachment C - Funding Expenditure Plan](#)
[Attachment D - FTA LTTR RE LOCAL PILOT HIRING PROGRAM DATED SEP](#)
[Attachment E - DEOD Summary](#)

28. AUTHORIZE the Chief Executive Officer to increase the total authorized not-to-exceed amount to **Rail Operations Engineering Support Bench** (Bench) Contract No OP39202965, by \$4,300,000 from \$5,000,000 to \$9,300,000 for engineering and technical services for wayside systems operating and capital projects. [2016-0726](#)
- Attachments:** [Attachment A - Procurement Summary](#)
 [Attachment B – List of Proposed Project Uses](#)
 [Attachment C - Change Log GEC Bench](#)
 [Attachment D - DEOD Summary](#)
29. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP6201700 for **uniform rental services with Prudential Overall Supply**, for a not-to-exceed amount of \$3,372,104 for the three-year base period and \$3,372,104 for the one, three year option, for a combined total of \$6,744,208 effective December 16, 2016 through December 15, 2022, subject to resolution of protest(s), if any. [2016-0874](#)
- Attachments:** [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
30. AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. OP33673132, with **XInt Tint of Anaheim, Inc., for glass panel surfaces anti-graffiti film maintenance and replacement services**, to exercise the first and second year options in the amount of \$1,304,442 for each of the first and second year options, for a combined total of \$2,608,884, increasing the total contract value from \$4,342,589 to \$6,951,473 and extending the contract term from February 3, 2017 to February 2, 2019. [2016-0803](#)
- Attachments:** [Attachment A - Procurement Summary](#)
 [Attachment B – Contract Modification-Change Order Log](#)
 [Attachment C - DEOD Summary.](#)

31. AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP33673154 with **Graffiti Shield, Inc., for stainless steel panel surfaces anti-graffiti film installation and replacement services.** [2016-0717](#)
This modification will exercise the first and second year options in the amount of \$3,806,056.54 for each of the first and second year options, for a combined total of \$7,612,113.08, increasing the total contract value from \$12,178,532.85 to \$19,790,645.93 and extending the contract term from February 3, 2017 to February 2, 2019.
Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Order](#)
[Attachment C - DEOD Summary](#)
32. RECEIVE AND FILE **monthly update on Transit Policing performance.** [2016-0858](#)
Attachments: [Attachment A - Transit Policing Division Report September 2016](#)
[Attachment B - Matrix of Bus Operator Assault Suspects](#)
41. CONSIDER: [2016-0877](#)
- A. RECEIVING AND FILING **Metro's Comprehensive Security and Policing Principles Strategy** (Attachment A);
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute individual five-year firm fixed unit rate contract with the City of Long Beach Contract No. PS5862300LBPD24750 not-to-exceed \$27,088,968, and firm fixed unit rate contract with the City of Los Angeles, Contract No. PS5862100LAPD24750 not-to-exceed \$369,696,813, and a firm fixed price contract with the County of Los Angeles, Contract No. PS5863200LASD24750, not-to-exceed \$129,800,051 **for multi-agency law enforcement services** effective January 1, 2017 through December 31, 2021; subject to resolution of protest(s), if any; and
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute a **demobilization/transition** agreement with the County of Los Angeles Sheriff's Department for single agency law enforcement services.

Attachments:

[ATTACHMENT A - Comprehensive Security & Policing Principles Strategy](#)

[ATTACHMENT B - OIG LASD Contract Audit. June 2014](#)

[Attachment C -LA Metro LASAD APTA Peer Review July 2014](#)

[Attachment D- OIG Review of Metro Law Enforcement and Security Options. Ar](#)

[Attachment E - OIG Metro Policing and Security Workload Staffing Analysis. Jar](#)

[ATTACHMENT F- Procurement Summary](#)

[ATTACHMENT G - DEOD Summary](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Metro

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

Board Report

File #: 2016-0734, **File Type:** Oral Report / Presentation

Agenda Number: 25.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE NOVEMBER 17, 2016

Operations Employees of the Month

November Operations Employees of the Month



Metro

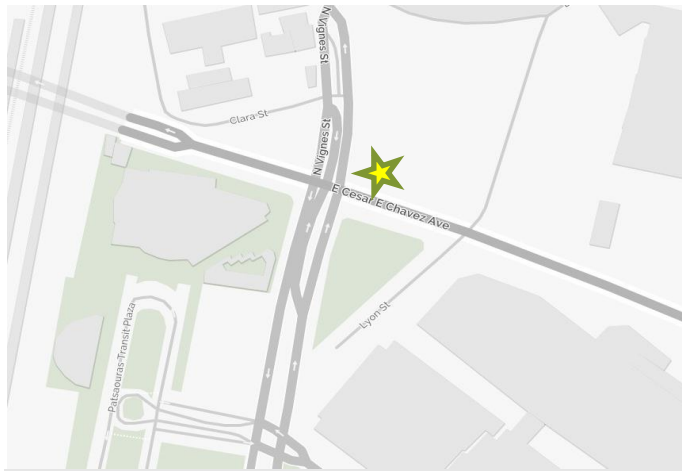
Operations Employees of the Month



Transportation

Bus Operator

Vorice Lombard

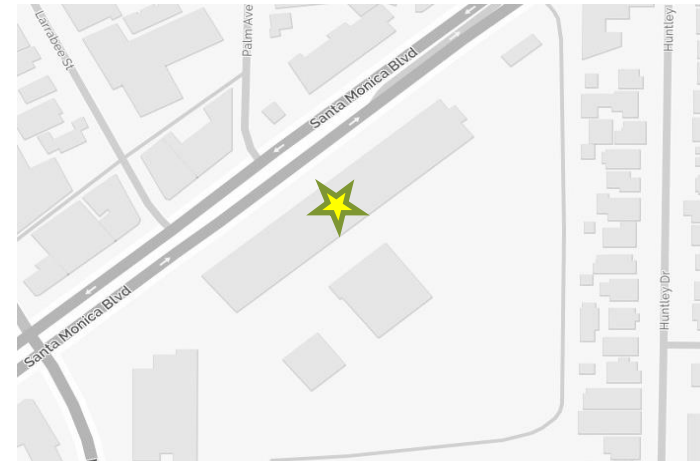


Division 13 – Los Angeles

Maintenance

Mechanic

Julio Gonzalez



Division 7 – West Hollywood



Metro

Los Angeles County
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Los Angeles, CA

Board Report

File #: 2016-0735, **File Type:** Oral Report / Presentation

Agenda Number: 37

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 19, 2017**

RECEIVE oral report on System Safety, Security and Operations.

Metro Rail Event-Day Service

Rams Football, USC Football, Rose Parade & Rose Bowl



Metro Staffing

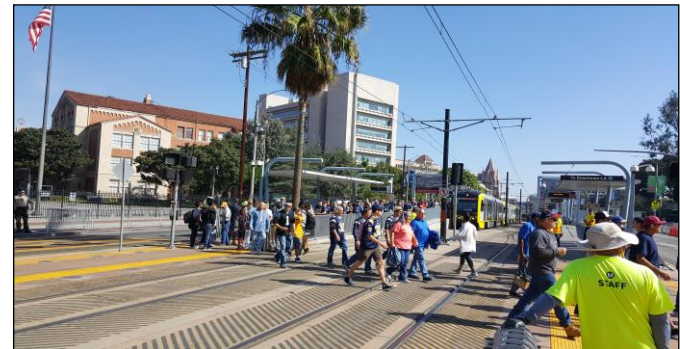
- **Metro provides general staffing for these events.**
 - *Rail & Bus Operations Support*
 - *Security: LASD & Metro Transit Security*
 - *Crowd Control Staff*
 - *Revenue Collections/TAP*
- **Key staffing locations for these events typically are...**
 - *7th /Metro Ctr*
 - *Union Station*
 - *Expo Park/USC*
 - *Expo/Vermont*
 - *37th Street*



Rams Season Ridership / Increased Service

LA Rams Season Ridership Metro Bus/Rail				
Date	vs.	Ridership	Attendance	%
8/13/2016	Cowboys	10,600	80,000	13.25%
8/20/2016	Chiefs	12,200	61,000	20.00%
9/18/2016	Seahawks	21,000	80,000	26.25%
10/9/2016	Bills	18,000	70,400	25.57%
11/6/2016	Panthers	17,500	76,000	23.03%
11/20/2016	Dolphins	16,200	69,600	23.28%
12/11/2016	Falcons	14,500	66,300	21.87%
12/24/2016	49ers	12,700	66,600	19.07%
1/1/2017	Cardinals	11,900	58,000	20.52%

- **Rail Service**
 - *Increased capacity on Expo and Gold with 3-car trains.*
 - *Increased capacity on Red/Purple with 6-car trains.*
 - *Increased Headways 6-10 minutes.*
- **Bus Service**
 - *Silver Line Additional Buses*
 - *Expo Line Support Buses*

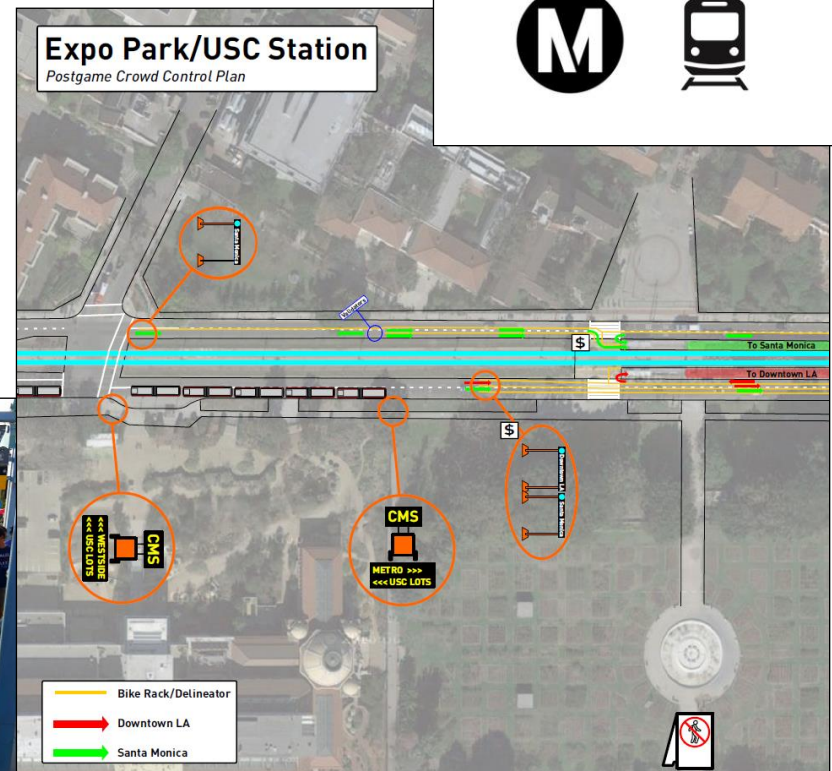


Rams Football Event Planning & Crowd Control

- Coordination meetings held with key external stake-holders such as LADOT & LA Coliseum.
- Unique crowd control plans created for Expo Park/USC & Expo/Vermont Stations.
- Operations Plan Handbooks outline deployments strategies and staffing outlines.

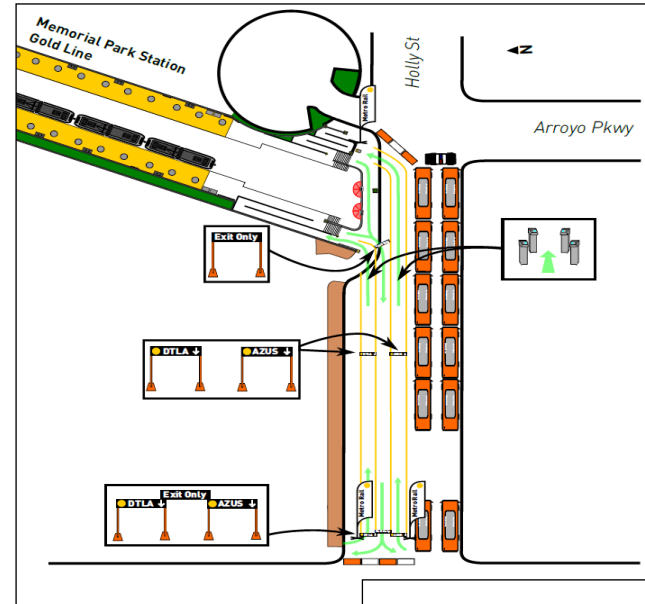
Rams Football Game Operations Plan

Rams vs. 49ers
December 24, 2016



Rose Parade/Bowl Planning & Crowd Control

- Coordination meetings held with key external stake-holders such as the City of Pasadena.
- Unique crowd control plans created for Memorial Park, Union Station and other Pasadena area Stations.
- Operations Plan Handbooks are distributed for each event to all affected departments outlining deployments and strategies.



Metro Rail
2016 New Year's Ops Plans

Saturday, Dec 31st – Monday, Jan 2nd
(New Year's Eve, New Year's Day, New Year's Day Observed)

Includes...

- Downtown Long Beach NYE Ops
- Civic Center/Grand Park NYE Party
- New Year's Day Rams Football Game
- Pasadena Rose Bowl & Rose Parade

Rose Parade – Memorial Park Station



2017 Football

- **Chargers announced their move to Los Angeles (Stubhub Center in Carson)**
- **Rail Operations will strive to maintain a zero incident record for the 2017 football season.**
- **Metro will continue to provide safe & reliable service.**
- **We will accept the challenge of growing ridership and meet the demand of system-wide special events.**



**Board Report**

File #: 2016-0646, **File Type:** Contract**Agenda Number:** 27.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 17, 2016****SUBJECT: HR4000 HEAVY RAIL VEHICLE (HRV) ACQUISITION,
RAIL VEHICLE CONTRACTOR****ACTION: AWARD CONTRACT FOR HEAVY RAIL VEHICLE ACQUISITION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm-fixed price Contract under RFP No. OP6355500HR4000, **Heavy Rail Vehicle (HRV) Acquisition, to China Railway Rolling Stock Corp (CRRC) MA Corporation** in the not-to-exceed amount of \$178,395,869 for a period of 62 months from Notice-to-Proceed (NTP) for the production and delivery of the 64 HRV Base Order, subject to the resolution of protest(s), if any.

ISSUE

The Purple Line Extension (PLE), Section 1 is anticipated to commence revenue service in November 2023. If the Board approves this Contract, CRRC MA will deliver the 34 HRVs required to support PLE Section 1 by November 2020 and the balance of the 30 HRVs to replace the original A650 HRVs by July 2021.

DISCUSSION

In July 2014, the Board authorized staff to issue a federally funded solicitation for a Best Value Request for Proposals (RFP) utilizing competitive negotiations pursuant to PCC § 20217 for the procurement of the 64 Base Order and 218 Option HRVs.

Staff's recommendation presents the firm that is most advantageous to Metro. CRRC MA's offer represents the Highest Rated and Best Value to Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria, including US content and Local Employment Plan. The Best Value evaluation is inclusive of the vehicle quantities for the Contract Base and all Contract Options. The Procurement Summary (Attachment A) further provides the detailed evaluation results and rankings for all proposers, including the weighted scores associated with each evaluation factor.

Metro is currently constructing the Purple Line Extension (PLE), Section 1, completing the procurement of a design-build contract for Section 2, in January 2017 and issuance of NTP by April

2017, and performing engineering design for Section 3. This rail line extension expands service from the existing terminus of the Purple Line at the Wilshire/Western Station to Westwood.

In accordance with the Rail Fleet Management Plan FY2015-FY2040, Metro anticipates a need to expand the rail fleet to accommodate anticipated growth in ridership, support line extensions and replace vehicles reaching the end of its useful revenue service life.

The 64 HRV Base Order will address the operational service requirements of PLE Section 1 with 34 HRVs; the remaining 30 HRVs will be used to replace the 30 original A650 vehicles that will be reaching the end of its useful revenue service life in approximately six (6) years. The delivery of the new vehicles is scheduled to be completed within 62 months following issuance of NTP at a rate of up to four (4) vehicles per month. There are provisions to impose liquidated damages for late deliveries.

The Contract contains five (5) Options, up to 218 additional vehicles, as part of this procurement action, but the authority to award the Options is not included in the staff recommendation.

- Option 1 - 24 HRVs: Red Line Service Expansion
- Option 2 - 84 HRVs: System Service Expansion
- Option 3 - 20 HRVs: PLE, Section 2
- Option 4 - 16 HRVs: PLE, Section 3
- Option 5 - 74 HRVs: Replacement of existing 74 A650 vehicles

The Options may be exercised in combination or sequence as long they follow the Option expiration dates defined in the Contract. The first Option (any Option #1 through #5) may be exercised not later than 34 months following the Commencement Date or eight months following Shipment of the Pilot Cars, whichever is later. The successive Options must each be exercised within four months of when the preceding one is exercised. The dates are established to minimize impact to production and to limit escalation risks.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable (please refer to Attachment E). This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, CRRC MA has an established DBE goal of 6.45% with the FTA.

US DOT Contracting Initiative Pilot & Enhanced U.S. Content Programs

Metro created a new Local Employment Program (LEP) that was approved for use under the U.S. Department of Transportation's (DOT) Contracting Initiative Pilot Program. This pilot program allows for the application of geographical preferences in the evaluation of Construction and Rolling Stock projects.

Metro's LEP was approved by the FTA in September 2015 for application on the HR4000 HRV Acquisition on a voluntary basis. The LEP incentivized proposers to create new jobs in the State of California and invest in local facility construction as a function of the best value evaluation process by providing preferential scoring points based on the committed wages and benefits for new workers. At least 10 percent of the new jobs are targeted for defined disadvantaged populations.

Staff's goal of creating meaningful new manufacturing local jobs was achieved as evidenced by CRRRC MA's commitment to creating new jobs in the State of California totaling \$38,395,972 in wages and benefits covering the period from NTP to November 2026 for the Base Order; if all five (5) Options are exercised the LEP will conclude in January 2031.

The RFP also included an additional incentive for Enhanced U.S. Content as a result of recent California law (AB 1097), which provides transit agencies with the ability to include preferential scoring provisions for proposers who offer U.S. component content in excess of the Federal Buy America requirement of 60%. The Enhanced U.S. Content program is voluntary and is not part of any direct evaluation scoring. However, the monetary value of the Enhanced U.S. Content submittal in excess of 60% was used as a Best Value trade-off against the Price factor for evaluation purposes only. The recommended Awardee committed to a 65% U.S. content for the duration of the Contract.

DETERMINATION OF SAFETY IMPACT

The approval of this contract award will have a direct and positive impact to system safety, service quality, system reliability and overall customer satisfaction. The procurement of 64 new HRVs will feature the most current safety systems and augment service levels by replacing the existing A650 series HRVs.

FINANCIAL IMPACT

The total not-to-exceed contract amount to support the Base Order is \$178,395,869. Funding for the procurement of the 64 HRV Base Order is summarized below:

64 HRV Base Order

PLE Section 1 (34 HRVs): \$160 million is budgeted in the capital LOP budget of Project 865518 - Westside Subway Extension and is included in the Full Funding Grant Agreement and is eligible for TIFIA loan proceed funding.

A650 Vehicle Replacement (30 HRVs): \$130.9 million is budgeted in the capital budget of Project 206037 - HR4000 HRV Procurement.

The FY17 planned expenditure of \$16,338,127 is included in the combined annual budgets for the two aforementioned projects in Project 206037, Cost Center 3043, Rail Vehicle Acquisition, and Project 865518, Cost Center 8510, Construction Contracts/Procurement.

Since this is a multi-year contract, the cost center Manager will ensure that costs will be budgeted in future years.

Impact to Budget

The source of funds for this action affecting PLE, Section 1 is a combination of Federal New Starts, TIFIA, and Measure R 35%, and is within the Adopted LOP and FY17 annual budgets. Funding sources for the PLE, Section 1 are planned for the design, construction and procurement efforts; these funds are not eligible for operations. Funding for the replacement vehicles share of the procurement (project 206037) is Proposition A 35% bonds.

The funding sources under this Project (inclusive of Project 865518 and Project 206037) for the 64 HRV Base Order HRVs are sufficient to award the base contract of this recommendation. Staff is actively pursuing additional eligible federal sources. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the funding needs of this project.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to authorize the contract award for this project; however, this alternative is not recommended as this project is critical to support the Purple Line Extension, and retire the oldest HRVs in the fleet.

NEXT STEPS

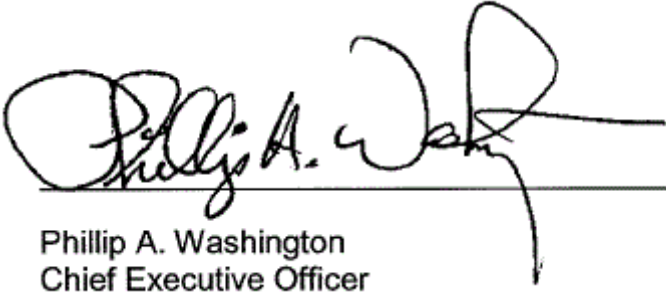
Upon Board award approval, a Contract will be executed and a Notice-to-Proceed will be issued to CRRC MA once all insurance and bonding requirements are met. Metro and CRRC MA, will then mobilize required resources to ensure timely completion of deliverables by the Vehicle Contractor.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - July 17, 2014 Board Authorization for Best Value Procurement
- Attachment C - Funding/Expenditure Plan
- Attachment D - FTA Local Pilot Hiring Program (September 30, 2015)
- Attachment E - DEOD Summary

Prepared by: Cop Tran, Director, Project Control, Rail Vehicle Acquisition, (213) 922-3188
Jesus Montes, Sr. Executive Officer, Vehicle Acquisition, (213) 922-3838
Joe Marzano, Senior Manager, Vendor/Contract Management (213) 922-7014

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**HR4000 HEAVY RAIL VEHICLES (HRV) ACQUISITION,
RAIL VEHICLE CONTRACTOR/OP6355500HR4000**

1.	Contract Number: OP6355500HR4000	
2.	Recommended Vendor: CRR MA Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 05.29.15	
	B. Advertised/Publicized: 06.06.15	
	C. Pre-proposal/Pre-Bid Conference: 06.18.15	
	D. Proposals/Bids Due: 01.11.16	
	E. Pre-Qualification Completed: 10.10.16	
	F. Conflict of Interest Form Submitted to Ethics: 09.19.16	
	G. Protest Period End Date: 11.18.16	
5.	Solicitations Picked up/Downloaded: 181	Bids/Proposals Received: 2
6.	Contract Administrator: Joe Marzano	Telephone Number: (213) 922-7014
7.	Project Manager: Cop Tran	Telephone Number: (213) 922-3188

A. Procurement Background

This Board Action is to approve Contract No. OP6355500HR4000 for the purchase of new Heavy Rail Vehicles (HRVs) to support the Purple Line Extension and to replace the original 30 A650 HRVs. The Base order is for 64 HRVs: 34 vehicles are for Section 1 of the Purple Line Extension and 30 vehicles are to replace the original A650 HRVs that are expected to reach the end of its useful life. The Contract also includes options for up to 218 additional vehicles to meet future service expansions and the opening of new subway extensions. Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price.

Sixteen amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on 06.05.15 provided the pre-proposal conference meeting location and agenda;
- Amendment No. 2, issued on 06.19.15 established a project data repository for planholder access to reference documents;
- Amendment No. 3, issued on 07.07.15 extended the proposal due date to 10.30.15 and edited the Technical Specifications and commercial terms;
- Amendment No. 4, issued on 08.03.15 extended the proposal due date to 11.30.15, edited the Technical Specifications and commercial terms and provided edited pricing and Local Employment Program (LEP) forms;

- Amendment No. 5, issued on 08.20.15 edited the Technical Specifications and commercial terms and provided edited pricing form (PF-5);
- Amendment No. 6, issued on 09.04.15 edited the Technical Specifications and commercial terms;
- Amendment No. 7, issued on 09.18.15 edited the Technical Specifications;
- Amendment No. 8, issued on 09.18.15 edited the Technical Specifications, commercial terms and Local Employment Program;
- Amendment No. 9, issued on 10.28.15 extended the proposal due date to 01.11.16;
- Amendment No. 10, issued on 12.08.15 edited the Technical Specifications and commercial terms;
- Amendment No. 11, issued on 12.18.15 edited the commercial terms;
- Amendment No. 12, issued on 07.12.16 after receipt of proposals requested Best and Final Offers (BAFOs), established BAFO due date of 08.08.16;
- Amendment No. 13, issued on 07.18.16 after receipt of proposals extended the BAFO due date to 08.22.16 and edited the Technical Specifications and commercial terms;
- Amendment No. 14, issued on 07.21.16 after receipt of proposals edited the commercial terms and provided pricing forms in excel format;
- Amendment No. 15, issued on 08.16.16 after receipt of proposals extended the BAFO due date to 09.07.16; and
- Amendment No. 16, issued on 08.25.16 after receipt of proposals edited the technical specification.

A total of two proposals were received on January 11, 2016. A pre-proposal conference and vehicle inspection was held on June 18, 2015. An additional vehicle inspection and shop tour was provided to proposers in the competitive range during negotiations in June 2016.

Metro's responses to questions received throughout the solicitation period were made accessible to all solicitation plan holders by posting them to the Metro project data repository. There were 234 questions and answers uploaded to the Metro site from June 19, 2015 to December 18, 2015. All available drawings, manuals, and other reference material were posted to the site.

Over the course of the solicitation period there were several requests to extend the proposal due date by prospective proposers. Metro agreed to extend the proposal due date from October 1, 2015 to January 11, 2016. Proposers also requested extensions to the BAFO due date from August 8, 2016 to September 7, 2016. These extension requests were granted to ensure maximum competition from an already limited field of interested proposers.

The proposal evaluation period, from January 11, 2016, through July 11, 2016, included oral presentations, proposer capacity and capability site visits, transit agency reference verifications and face-to-face negotiations. This comprehensive

process was necessary to thoroughly assess the strengths and weaknesses of each of the proposer's technical and price proposals.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Rail Vehicle Acquisition, Rail Fleet Services, and Rail Transportation was convened and conducted a comprehensive technical evaluation of the proposals received. Furthermore, technical advisors (TAs) from Metro's Rail Fleet Services, Rail Wayside Systems, Rail Vehicle Engineering and Metro contracted technical consultants provided reports to the PET as Subject Matter Experts (SMEs).

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Past Experience and Past Performance | 375 points |
| • Price | 300 points |
| • Technical Compliance | 250 points |
| • Project Management Experience | 75 points |
| • Voluntary Local Employment Program | 50 points |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar vehicle acquisition procurements. Several factors were considered when developing these criteria and weights, giving the greatest importance to past experience and past performance on new rail vehicle delivery.

Both proposals received were determined to be within the competitive range. The firms are listed below in alphabetical order:

1. CRRC MA Corporation (CRRC MA)
2. Hyundai Rotem U.S.A., Inc. (Hyundai Rotem)

The proposal evaluation kick-off was conducted on January 12, 2016. Technical Advisors (TAs) were used to support the PET with their expertise in the relevant subject matter. Comments from the PET and TAs were compiled during the week of February 15, 2016 and a Request for Clarification (RFC) was sent to both proposers on February 25, 2016, with a due date of March 11, 2016. A clarification due date extension request was granted, extending the clarification due date to March 25, 2016.

The proposer oral presentations and capacity and capability site visits were scheduled with each firm in April 2016. CRRC MA's oral presentation and site visit was held at its carshell manufacturing facility in Changchun, China on April 25-26, 2016. Hyundai Rotem's oral presentation and site visit was held at its carshell and truck manufacturing facility in Changwon, South Korea on April 28-29, 2016. During the oral presentation and site visit, the proposer's project managers and key team members had an opportunity to present each team's qualifications, project

management plan and facility capability and capacity at its respective manufacturing location.

In May, 2016, several in-person transit agency reference check visits were conducted to verify each proposer's past performance and past experience. During the in-person agency reference verification visits, Metro staff met with transit agency project management, operations and maintenance personnel to learn about their experience conducting business with the proposer and to witness the vehicles in its operating environment. Metro staff also verified references by telephone and through written reference verification surveys sent directly to Metro prior to the proposal due date from other transit agencies.

The PET considered the proposals, oral presentations, site visits and reference verification in its initial technical proposal evaluation score. The price proposals were then opened and pre-negotiation positions were established using Metro's Independent Cost Estimate (ICE). Prior to negotiations, the PET compiled each proposer's relative strengths and weaknesses for discussion during negotiations to provide proposers with an opportunity to improve its proposal in the BAFO.

Negotiation discussions were held from June 20, 2016, to July 1, 2016, culminating in conformed commercial terms and Technical Specifications to be used as the basis for the request for BAFO. Invitations to submit a BAFO were issued to both proposers in the competitive range on July 12, 2016, with a BAFO due date of August 8, 2016. Two BAFO due date extension requests were granted extending the BAFO due date to September 7, 2016. The final evaluations of the BAFO were completed the week of September 26, 2016, and were used as the basis of the final recommendation for award.

Metro conducted a Buy America Pre-Award Audit on both Proposers the week of October 10, 2016, in accordance with FTA guidance. Both Proposers were audited and found to exceed the FTA's Buy America requirements. The enhanced U.S. content commitment will be made a contractual requirement.

Qualifications Summary of Firms within the Competitive Range: CRRC MA Corporation

CRRC MA, a subsidiary of CRRC Corporation Ltd., is the largest rolling stock manufacturer in the world and has supplied vehicles to over 13 countries including Brazil, Argentina, Australia and New Zealand. CRRC MA has proposed to perform carshell manufacturing at its Changchun, China facility with final assembly occurring in Springfield, MA. Final assembly for Metro railcars will occur at CRRC MA's facility currently under construction in Springfield MA. The final assembly facility will consist of 40 acres which will include vehicle production facilities and a test track used to conduct routine and dynamic railcar testing. Construction on the facility is currently on schedule and is expected to be completed by Summer 2017. Major component manufacturing for the propulsion, heating, ventilation and air conditioning (HVAC)

and lighting systems will be performed at a facility in Los Angeles as part of its Local Employment Program where CRRC MA intends to supply these systems to all of its North American customers, including Metro.

CRRC MA's proposal strengths include lowest evaluated Price offer and the highest technically rated proposal. CRRC MA ranked highest in all technical evaluation categories including Past Experience and Past Performance, Technical Compliance and Project Management. CRRC MA also had the highest commitments for Metro's Local Employment Program and Enhanced U.S. Content Program.

Hyundai Rotem U.S.A, Inc.

Hyundai Rotem is part of the Hyundai Motor Group and has supplied rolling stock vehicles to over 15 countries including the U.S., Turkey, India, Greece, Canada, Brazil, Australia, and New Zealand. In the U.S., Hyundai Rotem has supplied rail vehicles to SEPTA, Denver RTD, MBTA, Tri-Rail (Miami) and Metrolink. Hyundai Rotem has proposed to perform carshell and truck manufacturing at its Changwon, South Korea facility with final assembly performed at a facility in Los Angeles as part of its Local Employment Program.

Hyundai Rotem's strength is that it has experience delivering rail vehicles in the U.S. However, Hyundai Rotem was two years late on the SEPTA project and over one year late on the Metrolink project. Hyundai Rotem has since improved its schedule performance record by delivering the Denver RTD vehicles on-time. Overall, its Past Performance, Technical Compliance and Project Management elements were not evaluated to be as strong as the recommended awardee. Hyundai Rotem also had a lower Local Employment Program value and higher Price offer.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	CRRC MA Corporation				
3	Past Experience and Past Performance	80.22	375	300.8	
4	Price (Base + Options) with enhanced U.S. content	100.00	300	300.0	
5	Technical Compliance	79.78	250	199.4	
6	Project Management	81.71	75	61.3	
7	Voluntary Local Employment Program Incentive	100.00	50	50.0	
8	Total		1050	911.5	1
9	Hyundai Rotem U.S.A, Inc.				
10	Past Experience and Past Performance	75.77	375	284.1	
11	Price (Base + Options) with enhanced U.S. content	95.76	300	287.3	
12	Technical Compliance	75.28	250	188.2	

13	Project Management	76.93	75	57.7	
14	Voluntary Local Employment Program Incentive	75.63	50	37.8	
15	Total		1050	855.1	2

Two important evaluation factors introduced to the RFP process were the incentives created by Metro’s voluntary Local Employment Plan and its Enhanced U.S. Content Program. Both firms proposed a level of participation in the Local Employment Plan and also proposed U.S. content in excess of the FTA’s 60% Buy America content requirement. This participation in both programs resulted in incentive points for the Local Employment Program, and a trade-off against the Price factor for the value of the proposed U.S. content in excess of 60%. CRRC MA proposed a higher level of commitment for new local jobs as well as enhanced U.S. content value; thus, it received more points for new local jobs and a higher trade-off value that was applied to their Price score.

Local Employment Plan

		CRRC MA Corporation	Hyundai Rotem U.S.A., Inc.
A.	Total Local Employment, Facility and Training Investment	\$38,395,972	\$29,038,721

Enhanced U.S. Content Program – Price Trade Off

		CRRC MA Corporation	Hyundai Rotem U.S.A., Inc.
A.	BAFO Price (Base & Options)	\$646,995,869	\$670,065,708
B.	Estimated Travel Costs	\$773,572	\$926,738
C.	Enhanced U.S. Content Value	\$21,512,934	\$16,983,531
D.	Proposed Price for Evaluation Purposes only (Row A + B - C)	\$626,256,507	\$654,008,915

Note: Estimated travel costs and U.S. Content Value are for evaluation purposes only.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, ICE, technical evaluation, fact finding, and negotiations. The recommended price for the Base Contract and Options, spare parts, special tools, diagnostic equipment, training aids and performance bond is \$552,991,216 or 46% lower than the ICE. The Base Contract vehicle unit price of \$2,350,000 per car is consistent with other recent contract awards to CRRC by Massachusetts Bay Transportation Authority (MBTA), and Chicago Transit Authority (CTA). The recommended Base Contract per car unit price of the HR4000 is also consistent with a recent contract awarded by New York City Transit (NYCT).

	Proposer Name	Proposal Amount	Metro ICE	BAFO Price
1.	CRRC MA Corporation	\$637,468,068	\$1,199,987,085	\$646,995,869

2.	Hyundai Rotem U.S.A, Inc.	\$683,137,887	\$1,199,897,085	\$670,065,708
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D. Background on Recommended Contractor

The recommended firm, CRRC MA, located in Boston, MA, is a wholly owned subsidiary of CRRC Corporation Ltd., headquartered in Changchun, China. CRRC was formed on June 1, 2015, with the merger of China CNR Corporation Ltd. and CSR Corporation Ltd. and is the largest rolling stock manufacturer in the world. CRRC has over 50 years of vehicle development and construction experience with an annual production capacity of 1,000 high speed rail vehicles, 1200 urban railway vehicles, 500 general railway vehicles and 6000 trucks. Since 1959, CRRC MA has produced over 30,000 railway vehicles. CRRC MA has a skilled workforce of over 13,000 workers worldwide with over 1,223 acres of manufacturing floor space. CRRC MA has recently been awarded contracts to supply MBTA for up to 284 new heavy rail vehicles including Options and CTA for up to 846 new heavy rail vehicles including Options.

**Metro**

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JULY 17, 2014**

**SUBJECT: PURCHASE OF NEW HEAVY RAIL VEHICLES AND REFURBISHMENT
OF A650 HEAVY RAIL VEHICLES & P2000 LIGHT RAIL VEHICLES**

**ACTION: AUTHORIZE REQUEST FOR PROPOSAL SOLICITATIONS FOR RAIL
CAR PROCUREMENTS**

RECOMMENDATION

A. The Board finds that rail vehicle procurements in compliance with Public Utilities Code (PUC) §130232 low bid requirement, does not constitute an adequate procurement method for LACMTA needs. Pursuant to Public Contracts Code (PCC) §20217, authorize procurement by competitive negotiation for the following: 1) Procurement of new heavy rail vehicles; 2) Refurbishment of existing A650 heavy rail vehicles; and 3) Refurbishment of existing P2000 light rail vehicles.

Requires Two-Thirds Vote

B. Authorize the Chief Executive Officer (CEO) to solicit Best Value Requests for Proposals (RFPs) as competitive negotiations pursuant to PCC § 20217 and Metro's procurement policies and procedures, for contracts to purchase new rail vehicles and to refurbish existing rail vehicles.

ISSUE

Staff is developing the technical and quantity requirements for the new rail car procurement and the rail car refurbishment procurements. It has been determined that they constitute specialized rail transit equipment purchases. This determination renders it appropriate that the new heavy rail vehicles and the refurbishment of existing light and heavy rail vehicles, be procured by a competitively negotiated process in accordance with PCC § 20217. PCC § 20217 states that the Board, upon a finding by two-thirds vote of all members, may find that the competitive low bid procurement method is not adequate for the agency's needs and direct that the procurements be conducted through competitive negotiation.

DISCUSSION

It is in the public's interest to utilize competitive negotiation rather than a sealed bid process to consider factors other than price in the award of contracts for vehicles and refurbishment of vehicles as allowed under PCC § 20217. The competitive negotiation process allows consideration of factors other than price that could not be adequately quantified or considered in a strictly low bid procurement.

Staff recommends the use of Best Value solicitations for all three rail car programs to allow for the consideration of technical and commercial factors, as well as price, in the contract award selection process.

By establishing explicit factors that identify Metro's definition of best value, the solicitation can use important evaluation criteria to augment price considerations; such as past performance related to schedule adherence, quality, reliability and vehicle performance.

In addition to the ability to evaluate key technical and schedule factors, the Best Value Request for Proposal process permits direct discussions and negotiations with proposers to clarify requirements and cost prior to an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies.

FINANCIAL IMPACT

The requested action has no financial impact at this time. However, future activities associated with the respective procurements will be charged against the adopted Life of Project budgets for the affected heavy rail and light rail vehicle projects. Upon completion of the Request for Proposals, staff will present more detailed plan addressing financial impacts and impact to budget.

ALTERNATIVES CONSIDERED

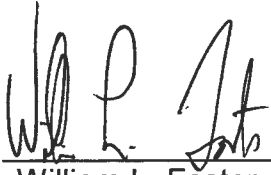
Procurement by a low bid process was considered but is not recommended. The sealed bid process does not adequately account for any technical superiority of performance, reliability, or system life cycle costs that on firm's equipment or solution may have over another since the process must award to the lowest responsive and responsible bidder. For these reasons, staff does not recommend this alternative. The competitively negotiated procurement process will provide for evaluation of critical non-price related factors in the selection process.

NEXT STEPS

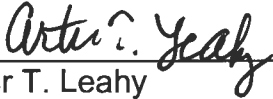
If this action is approved, staff would proceed with competitively negotiated best value solicitations for the new heavy rail vehicle and the refurbishment of the P2000 and A650 vehicles.

Prepared by: Richard Hunt, General Manager Strategic Vehicle & Infrastructure Delivery

Questions: Carolyn Kreslake, Transportation Planning Manager IV
213-922-7420



William L. Foster
Interim Chief Operations Officer



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT C - Funds Uses and Sources Tables

	From Inception to Date (ITD) thru FY14 Jun	7/1/14 - 6/30/15	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	7/1/21 - 6/30/22		
Use of Funds		FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	Total	% of Project
Replacement: 30 Vehicles (CP 206037)	\$0	\$0	\$595,000	\$5,900,000	\$14,800,000	\$16,000,000	\$17,138,141	\$17,000,000	\$8,845,000	\$80,278,141	34.5%
Professional Services	\$0	\$629,759	\$405,000	\$1,123,200	\$1,500,000	\$1,500,000	\$1,500,000	\$1,200,000	\$1,367,000	\$9,225,000	4.0%
MTA Administration	\$279,343	\$157,890	\$500,000	\$775,000	\$859,568	\$812,668	\$833,068	\$839,068	\$335,295	\$5,370,188	2.3%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,885,150	\$9,845,346	4.2%
Total	\$279,343	\$787,649	\$1,500,000	\$7,798,200	\$17,159,568	\$18,312,668	\$19,471,209	\$19,039,068	\$20,432,445	\$104,718,675	45.0%
WSE Section 1: 34 Vehicles (Project 865518)	\$0	\$0	\$0	\$7,216,124	\$18,727,728	\$18,500,000	\$19,000,000	\$18,557,728	\$16,116,148	\$98,117,728	42.2%
Professional Services	\$0	\$0	\$0	\$873,803	\$2,277,881	\$2,277,881	\$2,277,881	\$1,754,073	\$1,813,481	\$11,275,000	4.8%
MTA Administration	\$0	\$50,000	\$50,000	\$500,000	\$1,197,936	\$1,197,936	\$1,198,836	\$1,198,836	\$1,196,556	\$6,563,564	2.8%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,081,850	\$12,033,200	9.4%
Total	\$0	\$50,000	\$50,000	\$8,589,927	\$22,203,545	\$21,975,817	\$22,476,717	\$21,510,637	\$31,208,035	\$127,989,492	55.0%
Base Order Total	\$279,343	\$837,649	\$1,550,000	\$16,388,127	\$39,363,113	\$40,288,485	\$41,947,926	\$40,549,705	\$51,640,480	\$232,708,167	100.0%

	From Inception to Date (ITD) thru FY14 Jun	7/1/14 - 6/30/15	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	7/1/21 - 6/30/22		
Use of Funds		FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	Total Uses	% of Project
Base Order 64 Vehicles	\$0	\$0	\$595,000	\$13,116,124	\$33,527,728	\$34,500,000	\$36,138,141	\$35,557,728	\$24,961,148	\$178,395,869	76.7%
Professional Services	\$0	\$629,759	\$405,000	\$1,997,003	\$3,777,881	\$3,777,881	\$3,777,881	\$2,954,073	\$3,180,481	\$20,500,000	8.8%
MTA Administration	\$279,343	\$207,890	\$550,000	\$1,275,000	\$2,057,504	\$2,010,604	\$2,031,904	\$2,037,904	\$1,531,851	\$11,933,752	5.1%
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,967,000	\$21,878,546	9.4%
Base Order Summary Total	\$279,343	\$837,649	\$1,550,000	\$16,388,127	\$39,363,113	\$40,288,485	\$41,947,926	\$40,549,705	\$51,640,480	\$232,708,167	100.0%

	From Inception to Date (ITD) thru FY14 Jun	7/1/14 - 6/30/15	7/1/15 - 6/30/16	7/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	7/1/21 - 6/30/22		
Use of Funds		FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	Total Uses	% of Project
Option 1 - 24 Vehicles for Red Line Expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,800,000	\$52,800,000	11.3%
Option 2 - 84 Vehicles System Expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184,800,000	\$184,800,000	39.4%
Option 3 - 20 Vehicles PLE, Section 2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000,000	\$42,000,000	9.0%
Option 4 - 16 Vehicles PLE, Section 3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600,000	\$33,600,000	7.2%
Option 5 - 74 Vehicles Replacement of existing 74 A650 vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,400,000	\$155,400,000	33.2%
Option Order Summary Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,600,000	\$468,600,000	100.0%

Sources of Funds	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	Total Sources	%
Measure R 35% Per WSE PLE Sec 1 (865518)	\$0	\$50,000	\$50,000	\$8,589,927	\$22,203,545	\$21,975,817	\$22,476,717	\$21,510,637	\$31,208,035	\$128,064,678
<i>Reference the Adopted Uses and Sources for \$2,739,510,000 Life of Project Budget for WSE PLE Section 1</i>										
Measure R 2% (206037)	\$279,343	\$787,649	\$1,500,000	\$3,899,100	\$17,159,568	\$18,312,668	\$19,471,209	\$19,039,068	\$20,432,445	\$6,466,092
Cap and Trade; Other State & Federal sources (206037)*				\$3,899,100	\$17,159,568	\$18,312,668	\$19,471,209	\$19,039,068	\$20,432,445	\$98,314,058
<i>* Future Local, State & Federal Funds to be identified as they become available.</i>										
Total Funding Sources	\$279,343	\$837,649	\$1,550,000	\$16,388,127	\$39,363,113	\$40,288,485	\$41,947,926	\$40,549,705	\$51,640,480	\$232,844,828

* Staff will pursue additional funding sources to supplement Project 206037 budget which may become available through MAP-21 or other federal sources for this project. Staff will also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources.



U.S. Department
of Transportation
**Federal Transit
Administration**

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SEP 30 2015

Stephanie Wiggins
Deputy Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA90012-2952

Re: Application for Inclusion in
U.S. Department of Transportation's
Contracting Initiative Pilot Program

Dear Ms. *Stephanie* Wiggins:

Thank you for the application submitted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) to the United States Department of Transportation (DOT) Contracting Initiative Pilot Program.¹ The Federal Transit Administration (FTA) accepts LACMTA's proposals for inclusion in the program with certain modifications, as described more fully below.

FTA understands that LACMTA has four contracting opportunities involving rolling stock that it would like to include in the Pilot Program. These contracting opportunities include contracts for (1) the purchase of 282 heavy rail vehicles; (2) the purchase of up to 600 new buses; (3) the mid-life overhaul of 74 heavy rail vehicles; and (4) the mid-life overhaul of 82 light rail vehicles. In support of its application, LACMTA submitted the following documents: April 13, 2015 Submittal to FTA for Admission into Local Hiring Pilot Program; Local Employment Program (Mandatory) & Local Employment Program (Voluntary); P3010 US Employment Value Summary Trade-off Analysis – Attachment 1; and May 8, 2015 Response to Supplemental Questions Regarding Application for Local Hiring Pilot Program.

LACMTA proposes a mandatory Local Employment Plan (LEP) for the heavy rail contract and voluntary LEPs for the bus purchase and overhaul contracts. The LEP in both circumstances would target new and existing jobs in Los Angeles County and would provide that at least 10 percent of the jobs be targeted at disadvantaged populations. The proposed mandatory LEP would make the inclusion of an LEP a requirement of responsiveness, and would constitute 10 percent of the total points available for all RFP evaluation factors. The proposed voluntary LEP would provide the bidder with additional "bonus" points that could be awarded if the bidder includes an LEP with its bid.

¹ The DOT Contracting Initiative is described in more detail in 80 FR 12257 (March 6, 2015).

In considering whether to approve a proposed contract requirement under the Pilot Program, FTA is guided by an August 2013 opinion of the Office of Legal Counsel (OLC) of the U.S. Department of Justice.² Under that opinion, FTA may approve a proposed contract requirement that is likely to have only an incidental effect on the pool of potential bidders, or that imposes reasonable requirements related to the performance of the necessary work. Or, if a proposed specification is likely to have more than an incidental effect on the pool of potential bidders and is unrelated to the work's performance, FTA still may approve the requirement if it "promotes the efficient and effective use of federal funds in the short or long run" or "safeguards the integrity of the competitive bidding process." The OLC decision leaves to FTA discretion the determination of what constitutes the "efficient and effective use of federal funds."

FTA is concerned that the proposed voluntary and involuntary programs both may have more than an incidental effect on the pool of potential bidders – at least with respect to the heavy rail car buy and the bus buy – because they could put at a disadvantage any manufacturer who does not already have a facility in the defined geographic area, and this competitive disadvantage is not relieved by the voluntary or involuntary nature of the program. However, an appropriate modification of LACMTA's proposed requirements will address our concerns.

Generally, FTA proposes modifications to the following provisions: the voluntary versus mandatory nature of the LEP requirement; credit given for new versus existing jobs; and the geographic area eligible for LEP participation. FTA is concerned with making the LEP mandatory, as well as awarding credit for existing jobs within Los Angeles County because both terms could give an undue advantage to potential bidders already located within Los Angeles County. Additionally, FTA examined the competitive markets within LACMTA's proposed geographic focus of Los Angeles County, and determined that for two of the contracts such a geographic limitation could afford an unfair competitive advantage.

FTA evaluated each proposed program and contracting opportunity and requests the following modifications.

Purchase of 282 Heavy Rail Vehicles (Estimated Contract Cost: \$1.0558B)

The LACMTA proposal is a mandatory LEP that includes as part of the bid evaluation criteria credit for new and existing jobs in Los Angeles County. The proposal also includes a requirement that 10% of the jobs be targeted for disadvantaged persons. The LEP would constitute 10% of the available points.

Currently, there is one rail vehicle manufacturer in Los Angeles County, Kinkisharyo. Limiting the LEP to Los Angeles County and including existing jobs could provide Kinkisharyo with an unfair competitive advantage and could be an exclusionary or discriminatory specification prohibited by 49 U.S.C. § 5334(h). FTA requests that LACMTA modify the LEP for the heavy rail vehicles to make it a voluntary program, expand the geographic market to the state of California, and provide credit only for new jobs created, with 10% of the jobs targeted for disadvantaged persons.

² See *Competitive Bidding Requirements Under The Federal-Aid Highway Program*, 23 U.S.C. § 112 (August 23, 2013). The 2013 opinion is available at <http://www.justice.gov/olc/opinions>.

Purchase of up to 600 new buses (Estimated Contract Cost: \$325M)

The LACMTA proposal is a voluntary LEP that provides supplemental points for any proposer who includes an LEP. Bidders would receive credit for new and existing jobs in Los Angeles County. The proposal also includes a requirement that 10% of the jobs be targeted for disadvantaged persons.

Currently, there only is one bus manufacturer with a facility in Los Angeles County -- New Flyer. Accordingly, an LEP limited to the county could provide an unfair competitive advantage for that manufacturer, even if the program is voluntary. FTA requests that LACMTA modify the LEP for the 600 bus buy to expand the geographic market to the state of California, and provide credit only for new jobs created, and 10% of the jobs targeted for disadvantaged persons.

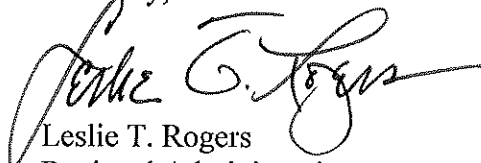
Mid-life overhaul of 82 light rail vehicles (Contract Value \$100M) and mid-life overhaul of 74 heavy rail vehicles (Contract Value \$46M)

The LACMTA proposal for the two mid-life overhaul contracts is the same: a voluntary LEP giving credit for new and existing jobs in Los Angeles County, and a requirement that 10% of the jobs be targeted for disadvantaged persons.

For overhaul contracts, the original vehicle manufacturer has an advantage for doing mid-life overhauls of its own vehicles. The original manufacturers for the vehicles subject to the contracts are not located in Los Angeles County, resulting in all potential bidders being similarly situated. Under these circumstances, limiting the geographic market to Los Angeles County does not provide an unfair competitive advantage for any one bidder. As with the other contracts, FTA requests that this LEP be limited to new jobs created and provide that 10% of the jobs be targeted for disadvantaged persons.

With the above modifications to LACMTA's proposed LEPs, FTA believes that inclusion of the four contracting opportunities in the Pilot Program would likely better promote the efficient and effective use of federal funds and safeguard the integrity of the competitive bidding process. Please let us know whether LACMTA is interested in participating in the Pilot Program under the proposed terms. If you have any questions, please contact Deputy Chief Counsel Dana Nifosi at 202-366-1643 or Dana.Nifosi@dot.gov.

Sincerely,


Leslie T. Rogers
Regional Administration

DEOD SUMMARY

HEAVY RAIL VEHICLE (HRV) ACQUISITION,
RAIL VEHICLE CONTRACTOR/OP6355500HR4000**A. Small Business Participation**

The Diversity and Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement. The Federal Transit Administration (FTA) requires that each Transit Vehicle Manufacturers (TVM) submit for approval an annual percentage overall goal. In accordance with 49 Code of Federal Regulations (CFR) Part 26.49, only those transit vehicle manufacturers listed on FTA's certified list of Transit Vehicle Manufacturers, or that have submitted a goal methodology to FTA that has been approved or has not been disapproved, at the time of solicitation are eligible to bid. CRRC MA Corporation is listed on the FTA's Eligible TVMs List.

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.

RFP No. HR4000 - New Heavy Rail Vehicle Procurement
Procurement Evaluation Team Award Recommendation



HRV Acquisition:

Scope & Plan:

- Procure 64 Base Order Cars
- Procure 218 Option Order Cars (5 Options)
- Replace Existing Fleet (104 Cars)
- Support Purple Line Extension Programs – Section 1, 2 & 3
- Add Capacity for Growth in Ridership

Coordination of HRV Projects

	A650	HR4000 (Base Order)
Existing Quantity	104	0
Replacement	(30)	30
Overhaul	74	0
Service Expansion (PLE-1)		34
Total	74	64
TOTAL FLEET	138 HRVs	



Award Recommendation Summary

Award to CRRC for \$178,395,869 as rated highest in accordance with approved evaluation criteria (reference [Appendix A](#))

- CRRC demonstrated best past performance in schedule adherence
- CRRC presented the highest technically rated proposal
- CRRC rated higher in Project Management
- CRRC presented the lowest cost offer (reference [Appendix B](#))
- CRRC will create the highest value of new local jobs and commits to purchasing a local facility (reference [Appendix C](#))
- CRRC commits to a U.S. Content percentage at 65% that exceeds the minimum Buy America requirements by 5% points

Best Technical; Lowest Price; Best LEP Commitment; Higher U.S. Content



Procurement Evaluation Team Process

- Proposals received January 11, 2016
- Initial Interviews Conducted April 2016
- Proposer Site Visits conducted April 2016
- Agency reference checks conducted May 2016
- Negotiations completed June 2016
- Best and Final Offer (BAFO) received September 2016
- Final Price & Technical Evaluation completed October 6, 2016

Scoring Result Summary

Evaluation Criteria	Total Possible	CRRC	Hyundai Rotem
Experience & Past Performance	375	301	284
Price	300	300	287
Technical Compliance	250	199	188
Project Management	75	61	58
Local Employment Program	50	50	38
Total Scores	1050	911	855

Total Price Summary including Options

	CRRC	Hyundai Rotem	ICE
Base Order – 64 Vehicles	\$178,395,869	\$201,945,983	\$242,234,271
Option 1: 24 Vehicles (Red Line Expansion)	\$52,800,000	\$51,402,442	\$97,936,471
Option 2: 84 Vehicles (System Capacity Improvement)	\$184,800,000	\$180,292,321	\$361,217,103
Option 3: 20 Vehicles (PLE Section 2)	\$42,000,000	\$42,932,118	\$83,783,969
Option 4: 16 Vehicles (PLE Section 3)	\$33,600,000	\$34,345,694	\$70,626,548
Option 5: 74 Vehicles (A650 Option Vehicle Replacement)	\$155,400,000	\$159,147,150	\$344,188,723
Total BAFO Price	\$646,995,869	\$670,065,708	\$1,199,987,085



Project Schedule – Going Forward

Milestones

Completion Date

- Board Award Approval December 2016
- Issue NTP January 2016
- Pilot Car Delivery & Acceptance September 2019
- Complete delivery of base order cars July 2021
(up to 4 cars /month)
- Open PLE, Section 1 November 2023



Questions

Appendix A - HR4000 Evaluation Criteria

- Best Value RFP Evaluation Criteria Weight
 - Experience & Past Performance 36%
 - Price* 29%
 - Technical Compliance 24%
 - Project Management 7%
 - Local Employment Program** 5%
- *Enhanced U.S. Content Program
 - Dollar value in excess of 60% used as a trade-off against Price
 - Pre-Award Audit to confirm proposed excess U.S. Content is valid
- ** DOT Voluntary Local Employment Program
 - New wages and benefits for State of CA residents
 - Facility improvements credit
 - 10% of new wages and benefits must be disadvantaged workers

Appendix B - Base Vehicle Price Summary

	CRRC MA	Hyundai Rotem USA	Independent Cost Estimate
Base Order – 64 cars Total/Unit Price	\$150,400,000 / \$2,350,000	\$176,679,658 / \$2,760,620	\$227,732,672 / \$3,558,323
Spare Parts	\$14,670,541	\$11,562,315	\$5,416,500
Special Tools	\$3,970,646	\$3,957,825	\$139,000
Diagnostic Test Equipment	\$4,056,764	\$2,796,842	\$850,500
Training	\$264,000	\$301,600	\$250,000
Manuals	\$528,500	\$695,600	\$250,000
Cab Mock-up	\$487,500	\$810,700	\$3,215,599
Performance Bond	\$931,198	\$3,450,000	\$1,500,000
Alternative Technologies	\$3,086,720	\$1,691,443	\$2,880,000
BAFO Price	\$178,395,869	\$201,945,983	\$242,234,271

Note: Tax is not included for vehicles or spare parts.

Appendix C - Manufacturing & LEP Summary

	CRRC	Hyundai
Manufacture of HRV	Changchun, China	Changwon, S. Korea
Final Assembly	Boston, MA	Los Angeles, CA
Local Jobs Location	Los Angeles, CA	Los Angeles, CA
New Local Job Creation for Prime & Subcontractors	Prime Contractor: \$7.8M Subs: \$19.8M Total Labor: \$27.6 (52 FTEs)	Prime Contractor: \$25.2M Subs:\$0 Total Labor: \$25.2M (67 FTEs)
Facility Investment & Training	\$10.7M	\$3.8M
Total Local Employment Plan Value	\$38,395,972	\$29,038,721
LEP Value as % of Total Price	5.9%	4.3%

**Board Report**

File #: 2016-0726, **File Type:** Contract**Agenda Number:** 28.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 17, 2016****SUBJECT: RAIL OPERATIONS ENGINEERING SUPPORT BENCH****ACTION: INCREASE CONTRACT VALUE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to increase the total authorized not-to-exceed amount to **Rail Operations Engineering Support Bench** (Bench) Contract No OP39202965, by \$4,300,000 from \$5,000,000 to \$9,300,000 for engineering and technical services for wayside systems operating and capital projects.

ISSUE

Metro Rail Maintenance and Engineering has limited number of resources to develop and execute capital projects and, at the same time, meet the day-to-day engineering support needs that are necessary to maintain and improve Metro wayside assets and systems. The current Bench requires an increase in contract authority to allow the continued provision of engineering and technical services as-needed in situations where Metro does not have sufficient capacity or expertise necessary to perform a task.

DISCUSSION

In April 2013, the Board authorized the award of Contract No. OP39202965, in the amount of \$5,000,000, to 25 qualified firms, for a range of support services for wayside systems and equipment that included train control, traction power, communications, and fare collection. The services also included civil design as well as computer-aided design and drafting (CADD) services. This Bench has enabled Metro to supplement internal resources by having available a wide range of firms with specialized engineering knowledge. A list of proposed project uses is shown in Attachment B. This action will provide additional contract authority, which is needed to provide an increased amount of engineering and technical services through the end of the current Period of Performance, March 30, 2018.

To date, the value of bench task orders and modifications that has been awarded is \$2,334,206; the additional value of pending task orders is \$2,488,300, for a total Bench amount of \$4,822,506. A list of all task awards by firm and project description is shown in Attachment C.

DETERMINATION OF SAFETY IMPACT

This Bench contract is not directly related to a specific safety issue. However, the services provided via the Bench will contribute to maintaining the rail system in a State of Good Repair (SGR) which is essential to providing a safe and reliable service for riders who use the Metro rail system daily.

FINANCIAL IMPACT

For FY 17, funding of \$5,201,157 is included in the operating budget and \$5,567,632 is included in the capital project budget under various cost centers and projects, including cost centers: 6821- Asset Management, 3910 - Maintenance and Engineering, 3922 - Rail Communications Systems, 3926 - Rail Signal Systems, 3927 - Rail MOW Track Maintenance, 3928 - Rail Traction Power Systems, 3960 - Rail Transit Engineering, and 3962 - SCADA Systems Engineering & Maintenance, Account 50316 -Professional and Technical Services.

These funds will be used for contract task orders to support operating and capital project needs. Since this is a multi-year contract, the cost center manager(s) and project manager(s) will ensure funding needs are budgeted in future years.

Impact to Budget

The source of funds for operating related task orders is Enterprise operating funds. For capital related task orders, the source of funds will be dependent on the specific capital project funding. No other sources of funds were considered for this activity because it supports Maintenance of Way (MOW) engineering operating and capital projects.

ALTERNATIVES CONSIDERED

- 1) Solicit competitive bids for each individual task as it becomes due. This is not recommended as it would require extensive additional staff time to process each request and result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring these services on a per-assignment basis would impose significant additional burden on the Procurement Department.
- 2) Engage a single, large engineering firm as a "one stop shop". This approach has been used in the past but staff has experienced challenges with getting assistance with smaller projects. The wide range of firms on this bench ensures that Wayside Systems can receive the necessary specialized engineering knowledge, and gives small, disadvantaged firms an opportunity to provide services.
- 3) Utilize existing Engineering staff to provide the required technical support. This is not feasible as the current budgeted MOW Engineering capacity is fully utilized to maintain Metro's existing systems and oversee the development of the new rail lines. Also, there would not be sufficient existing staff to re-assign to provide technical support to the various capital projects concurrently.

NEXT STEPS

Upon Board approval, staff will continue to competitively award individual task orders as needed for engineering and technical support services for wayside systems operating and capital projects.

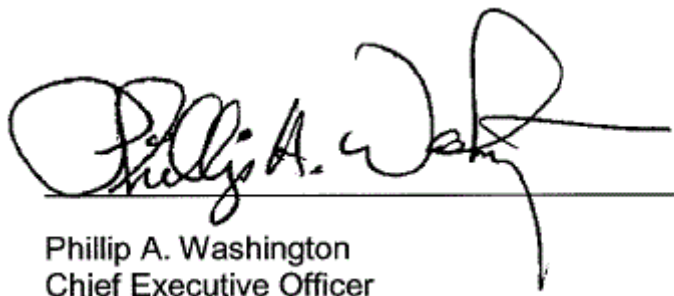
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - List of Proposed Project Uses
- Attachment C - Task Order Log
- Attachment D - DEOD Summary

Prepared by: Frank Alejandro, Senior Executive Officer, Rail Maintenance and Engineering (Interim)
Geyner Paz, Senior Administrative Analyst (213) 617-6251

Reviewed by: James T. Gallagher, Chief Operations Officer (213)922-4424

Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

RAIL OPERATIONS ENGINEERING SUPPORT BENCH/OP39202965

1.	Contract Number: OP39202965 (A through Y)			
2.	Contractor: Rail Operations Engineering Support Bench			
3.	Work Description: Engineering and technical services			
4.	The following data is current as of: October 19, 2016			
5.	Contract Status:			
	Contract Awarded:	April 18, 2013	Board Approved NTE Amount:	\$5,000,000
	Notice To Proceed (NTP):	N/A	Value of Task Orders (Issued and Pending):	\$4,822,506
	Original Complete Date:	March 30, 2018	Pending Approval Amount:	\$4,300,000
	Current Est. Complete Date	March 30, 2018	Total Approved NTE Amount (with this Action):	\$9,300,000
6.	Contract Administrator: Victor Zepeda		Telephone Number: (213) 922-1458	
7.	Project Manager: Kelvin Zan		Telephone Number: (213) 617-6264	

A. Procurement Background

This Board action is to increase the total authorized not-to-exceed amount by \$4,300,000 from \$5,000,000 to \$9,300,000 for continued general engineering and technical work on wayside and capital projects.

Future Contract Task Orders will be processed in accordance with Metro's Acquisition Policy and the contract type (firm fixed price or firm fixed unit price) will be determined with each task order.

On April 18, 2013, Bench Contract Nos. OP39202965 A through Y were awarded to 25 qualified firms.

(Refer to Attachment C – Task Order Log).

B. Cost/Price Analysis

All future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy at the time of issuance and award.

LIST OF PROPOSED PROJECT USES

DESCRIPTION
Metro Blue Line Rail Replacement & Booting
North Long Beach Duct Bank Upgrade Phase II
Metro Green Line UPS for Train Control and Communication Building
Metro Green Line Train Control Track Circuits and TWC Replacement
Metro Green Line Signal System Rehabilitation Phase II
Metro Green Line Emergency Trip System Replacement
Metro Green Line Negative Grounding Devices
Metro Red Line Gas Analyzer Upgrade
Metro Red Line 7th/Metro Turn back Upgrade
Metro Red Line TWC Rehabilitation
Metro Red Line Electronic Access Control / Alarm Monitoring System Replacement
Metro Red/Purple Line Platform Gates Replacement
System Wide Corrosion Protection System Replacement
Metro Gold Line Vehicle Loop Detector Replacement
Metro Gold Line Yard Train Loop Detector
Metro Gold Line Headway Improvements
Fiber Optic Main Loop Upgrade
Digital Rail Radio System
Fire Alarms Control Panel Upgrade
Fare Gates Project
Assessment Inspections of Critical Fire/Life Safety Elements and Infrastructure
Assessment Inspections of Critical Wayside Control and Power Systems
Assessment Inspections of Metro Red Line Segment 1 and 2 Station Ventilation and Electrical

ATTACHMENT C

**TASK ORDER LOG
RAIL OPERATIONS ENGINEERING SUPPORT BENCH/OP39202965**

TASK ORDER LOG VALUE ISSUED TO DATE

Discipline No./Description	Contract No.	Contractor	Value of Task Orders Issued to Date
1/Computer-Aided Drafting & Design	OP39202965-O	Kal Krishnan Consulting Services	\$262,629
		Subtotal	\$262,629
2/Train Control Detailed Design & Programming	OP39202965-H	CH2M Hill	\$119,752
	OP39202965-N	Innovative Solutions in Signaling Consultants	\$305,929
		Subtotal	\$425,681
3/Train Control Design Review	OP39202965-H	CH2M Hill	\$46,328
		Subtotal	\$46,328
4/Communication Design Services	OP39202965-R	Pacific Railway Engineering	\$183,861
		Subtotal	\$183,861
5/Traction Power Relay Calibration	OP39202965-O	Kal Krishnan Consulting Services	\$282,958
		Subtotal	\$282,958
7/Civil Facility Design Services	OP39202965-S	PacRim Engineering	\$371,514
	OP39202965-S	PacRim Engineering	\$761,235
		Subtotal	\$1,132,749
Total Task Orders Awarded to Date			\$2,334,206
Total Pending Task Order Value			\$2,488,300
Total Task Order Value Including Pending			\$4,822,506
Board Authorized Not-to-Exceed (NTE) Cumulative Contract Value			\$5,000,000
Remaining Board Authorized NTE Cumulative Total Value			\$177,494

DEOD SUMMARY

General Engineering Consulting Bench/OP39202965

A. Small Business Participation

There are 25 Primes on the Bench, 14 of which are Disadvantaged Business Enterprise (DBE) firms, and 15 are Small Business Enterprise (SBE) firms. A 45% DBE and SBE commitment applies to the Bench. To date, eight (8) task orders (non-federal) have been awarded to five (5) primes on the bench, four (4) of which are SBEs. Based on the aggregate value of the task order awards, SBE participation is 92.89%, which exceeds the SBE commitment.

	Primes & Subcontractors	Current SBE Participation
1	CH2M (Prime)	
	SBE Subcontractors:	
	1) ALINC Consulting, Inc	0%
	2) Anil Verma Associates, Inc.	0%
	3) Auriga Corporation	0%
	4) EW Moon Inc	0%
	5) G C Tech, Inc.	0%
	6) J.L. Patterson & Associates, Inc.	0%
	7) Five 23 Group, Inc	0%
	8) Pacific Railway Enterprises, Inc	0%
	9) Triunity Engineering & Management, Inc.	0%
	10) Virginkar & Associates, Inc.	0%
	Subtotal	0%
2	Innovative Solutions in Signaling Consultants, LLC (SBE Prime)	13.11%
	Subtotal	13.11%
3	Kal Krishnan Consulting (SBE Prime)	23.27%
	Subtotal	23.37%
4	Pacific Railway Enterprises, Inc (SBE Prime)	7.88%
	SBE Subcontractors:	
	Convergent Communications, Inc.	0%
	Kal Krishnan Consulting	0%
	Subtotal	7.88%
5	PacRim Engineering, Inc. (SBE Prime)	48.53%
	Subtotal	48.53%
	TOTAL	92.89%

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

C. Living Wage Service Contract Worker Retention Policy

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

**Board Report**

File #: 2016-0874, **File Type:** Contract

Agenda Number: 29.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 17, 2016**

SUBJECT: UNIFORM RENTAL SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP6201700 for **uniform rental services with Prudential Overall Supply**, for a not-to-exceed amount of \$3,372,104 for the three-year base period and \$3,372,104 for the one, three year option, for a combined total of \$6,744,208 effective December 16, 2016 through December 15, 2022, subject to resolution of protest (s), if any.

ISSUE

Per the current ATU and TCU Collective Bargaining units' agreements, Metro is required to provide each of the units' employees up to 11 uniforms per employee, as well as provide laundry services for such regulation uniforms. Currently, uniform rental services are provided to over 2,300 Metro represented labor employees.

The existing uniform rental services Contract No. OP30002227 with Prudential Overall Supply will expire on March 31, 2017. To avoid uniform rental services interruption, a new contract award is required effective December 16, 2016.

DISCUSSION

At the October 20, 2016 Metro System Safety, Security and Operation Committee meeting, the Committee authorized the Chief Executive Officer (CEO) to award the uniform rental services contract to UniFirst Corporation under Contract No. OP6201700.

The following week and prior to the October 27, 2016 Metro Board meeting, UniFirst Corporation notified Metro of an error with their submitted proposal, impacting their total proposal amount of \$5,057,674.82. UniFirst Corporation submitted their revised and final proposal for a combined total of \$9,160,597.44.

Based on staff review and evaluation of the proposals received, staff recommends to award the uniform rental services Contract No. OP6201700 to Prudential Overall Supply.

Under the existing contract, uniform rental services are provided to over 2,300 Metro represented labor employees, as well as providing vehicle seat covers and laundry services for hand towels and floor mats.

Timely uniform rental, delivery, and laundry services are necessary to ensure compliance with the existing agreements between Metro and the collective bargaining units, meeting garment safety requirements for Metro represented labor employees working within safety sensitive positions, and clearly identify Metro represented labor employees with their different trades.

Although the existing contract is due to expire March 31, 2017, to avoid service interruptions, continue providing the necessary uniform rental program and services, and allow sufficient time to perform all necessary administrative processes associated with contract closeout, fitting and ordering new sets of uniforms for over 2,300 Metro represented labor employees, a new contract award is required effective December 16, 2016.

Metro's independent cost estimate was based on historical data, current contract pricing and simple market escalation. The independent cost estimate did not include any potential escalation associated with living wage requirements and participation goals due to lack of historical data and the unknown participation commitment level of any proposer.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the supply of uniforms that clearly identify Metro represented labor employees and continue delivering safe, quality, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$1,036,100 for this contract is included in the FY17 budget in multiple maintenance cost centers, account - 50215 (F/B Uniforms), projects 306002 (Bus Operations), 300022 (Blue Line Operations), 300033 (Green Line Operations), 300044 (Red Line Operations), 300055 (Gold Line Operations), 301012 (Orange Line Operations), and 300066 (Expo Line).

Since this is a multi-year contract, the cost center manager, and the Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future fiscal years, including any option(s) exercised.

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds for this procurement will come from Federal, State and local funding sources including sales tax and fares that are eligible for Bus and Rail Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

Staff considered purchasing uniforms, hand towels, mats, and vehicle seat covers, along with providing in-house laundry services. This would require the hiring and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates this is not a cost-effective option for Metro.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP6201700 to Prudential Overall Supply effective December 16, 2016, to provide uniform rental services to Metro represented labor employees, as well as provide vehicle seat covers and laundry services for hand towels and floor mats.

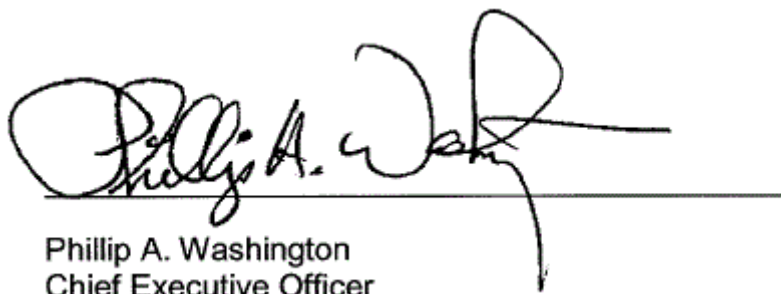
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Sr. Director, Facilities Maintenance, (213) 922-6765

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

UNIFORM RENTAL SERVICES PROGRAM / OP6201700

1.	Contract Number: OP6201700	
2.	Recommended Vendor : Prudential Overall Supply	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: July 21, 2016	
	B. Advertised/Publicized: July 21, 2016	
	C. Pre-proposal/Pre-Bid Conference: August 11, 2016	
	D. Proposals/Bids Due: August 31, 2016	
	E. Pre-Qualification Completed: pending	
	F. Conflict of Interest Form Submitted to Ethics: September 20, 2016	
	G. Protest Period End Date: October 25 2016	
5.	Solicitations Picked up/Downloaded: 9	Bids/Proposals Received: 2
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Alberto Garcia	Telephone Number: (213) 922-6760

A. Procurement Background

At the October 20, 2016 Metro System Safety, Security and Operation Committee meeting, the Committee authorized the Chief Executive Officer (CEO) to award the uniform rental services contract to UniFirst Corporation under Contract No. OP6201700.

On October 25, 2016 (prior to the October 27 Board meeting), UniFirst Corporation notified Metro of a significant error with their submitted price proposal, impacting their total proposal amount of \$5,057,674.82. UniFirst Corporation submitted their revised and final proposal for a combined total of \$9,160,597.44.

This Board Action is to approve a contract award in support of Facilities Maintenance to provide uniform rental services to over 2,300 Metro represented labor employees, as well as providing vehicle seat covers and laundry services for hand towels and floor mats, as outlined in Request for Proposal (RFP) No. OP31277. The existing uniform rental services Contract No. OP30002227 with Prudential Overall Supply will expire on March 31, 2017.

The Diversity and Economic Opportunity Department (DEOD) recommended an 8% Small Business participation goal, inclusive of a Small Business Enterprise (SBE) and a Disadvantaged Veteran Business Enterprise (DVBE), for this procurement. Achieving the 8% goal was mandatory and is a condition of contract award.

Proposers were required to make a commitment to utilize SBEs and DVBEs, in any combination, totaling at least 8% of the total contract price.

To educate and assist potential proposers in the uniform industry on how to comply with Metro's SBE and DVBE participation goals and solicitation requirements, two workshops were conducted prior to the release of the RFP.

On June 15, 2016, Metro hosted the first workshop for those firms that were interested in submitting a proposal for the Uniform Rental Services program as the prime contractor. Staff provided a general overview of the Statement of Work and discussed potential Small Business subcontracting opportunities. A total of five firms participated.

On June 24, 2016 DEOD sponsored a second workshop for potential SBE and DVBE subcontractors whose trades correlated with the project's NAICS codes. Metro's Small Business program was discussed along with DVBE/SBE specific information within the Statement of Work. A total of nine firms attended the workshop.

The RFP was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit price.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 12, 2016, provided pre-proposal documents, new pricing sheets, and extended the proposal due date from August 24, 2016 to August 31, 2016;
- Amendment No. 2, issued on August 17, 2016, clarified Section N of the Statement of Work.

A pre-proposal conference was held on August 11, 2016. A total of two proposals were received on August 31, 2016.

The two proposers are listed below in alphabetical order:

1. Prudential Overall Supply (the incumbent);
2. UniFirst Corporation

B. Evaluation of Proposals

Proposals were evaluated according to the criteria established in the RFP and in compliance with Metro's Acquisition Policy.

The proposals were evaluated based on the following evaluation criteria and weights:

- Workplan 40%
- Degree of Skills – Firm and Personnel Experience 20%
- Cost/price 40%

The evaluation criteria are appropriate and consistent with criteria developed for similar uniform rental services procurements. Several factors were considered when developing these weights, giving equal importance to the prime’s work plan and their cost/price proposals.

The Proposal Evaluation Team (PET), consisting of staff from OMB, Facilities Maintenance, and Maintenance Division 7, met to conduct comprehensive reviews of the technical qualifications. The PET reviewed proposals based on the technical criteria consistent with the qualifications, experience, and resources necessary to meet the requirements of the RFP. Each proposal addressed the firm’s degree of skills (firm and personnel experience), understanding of the statement of work, and cost/price to perform the work. The proposals highlighted the firms’ capabilities and the roles of their SBE and DVBE subcontractors for the project.

As previously stated, on October 25, 2016, Metro was notified by UniFirst Corporation of calculation errors in their Schedule of Quantities and Prices that resulted in a significant increase in their pricing. The revised pricing was accepted which resulted in the following corrected scores.

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Prudential Overall Supply				
3	Workplan	78.83	40.00%	31.53	
4	Degree of Skills – Firm and Personnel Experience	73.35	20.00%	14.67	
5	Cost/Price	100	40.00%	40.00	
6	Total		100.00%	86.20	1
7	UniFirst Corporation				
8	Workplan	78.83	40.00%	31.53	
9	Degree of Skills – Firm and Personnel Experience	75.50	20.00%	15.10	
10	Cost/Price	73.63	40.00%	29.45	
11	Total		100.00%	75.88	2

C. Cost/Price Analysis

The recommended pricing for the contract is fair and reasonable based on adequate price competition, Independent Cost Estimate (ICE), and program manager technical evaluation of the proposal.

PROPOSER	PROPOSAL AMOUNT	METRO ICE	AWARD AMOUNT
Prudential Overall Supply	\$6,744,208.00	\$5,426,226.00	\$6,744,208.00
UniFirst Corporation	*\$9,160,597.44		

* Revised cost proposal submitted to Metro on October 25, 2016.

D. Background on Recommended Contractor

Prudential Overall Supply

Prudential Overall Supply (POS) is an American company with headquarters in Commerce, California. The company was founded in 1932 as a uniform and textile laundry service, serving industrial clients such as automotive production facilities. The company currently serves municipal, industrial and service industry companies. POS specializes in offering a variety of uniform programs and is a supplier of facility services and industrial products such as dust control mops, towels, mats, restroom supplies and paper products. POS customers' includes more than 300 companies that have been utilizing the company's services for more than 35 years. POS is currently the incumbent for Metro's uniform contract.

DEOD SUMMARY

UNIFORM RENTAL SERVICES PROGRAM / OP6201700

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an 8% goal for this solicitation, inclusive of a Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) goal in any combination. Prudential Overall Supply (POS) exceeded the goal by making a 9.00% commitment, inclusive of 2.70% SBE and 6.30% DVBE.

Small Business Goal	8% SBE/DVBE	Small Business Commitment	2.70% SBE 6.30% DVBE
----------------------------	--------------------	----------------------------------	---------------------------------

	SBE/DVBE Subcontractors	% Committed
1.	Becnel Uniforms (SBE)	2.70%
2.	Image Gear dba Reflective Stripe (DVBE)	6.30%
	Total SBE/DVBE Commitment	9.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.18 per hour (\$11.27 base + \$4.91 health benefits), including yearly increases of up to 3% of the total wage. 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.

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.

**Board Report**

File #: 2016-0803, **File Type:** Contract**Agenda Number:** 30.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 17, 2016

SUBJECT: ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES AND ETCHED GLASS REPAIR SERVICES

ACTION: EXERCISE FIRST AND SECOND YEAR OPTIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. OP33673132, with **XInt Tint of Anaheim, Inc., for glass panel surfaces anti-graffiti film maintenance and replacement services**, to exercise the first and second year options in the amount of \$1,304,442 for each of the first and second year options, for a combined total of \$2,608,884, increasing the total contract value from \$4,342,589 to \$6,951,473 and extending the contract term from February 3, 2017 to February 2, 2019.

ISSUE

There are approximately 102,788 square feet of glass panel surfaces throughout the Metro transit system. Under the existing contract, on-going anti-graffiti film maintenance and replacement services are performed on a regular basis to protect the glass surfaces and mitigate vandalism system-wide.

The three-year base period for this Contract will expire on February 2, 2017. The contractor has been providing satisfactory maintenance services. A Contract Modification is required to exercise each of the two, one-year options extending the period of performance through February 2, 2019.

DISCUSSION

Under this Contract, the contractor is required to perform once a month inspections of the protected glass panel surfaces throughout Metro facilities with a 100% replacement of the etched and damaged anti-graffiti film. On an average, 800,000 square feet of glass anti-graffiti film is replaced annually due to repeated etching damage and other types of vandalism.

The service frequencies will remain the same for each of the two, one-year options. This service is necessary to ensure clean and well maintained Metro stations and facilities free of graffiti and vandalism.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the provision of timely glass panel surfaces anti-graffiti film maintenance services, enhance Metro bus and rail facilities overall appearance and cleanliness, and provide safe, quality, on-time, and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$855,700 for this contract is included in the FY17 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager, project managers, and the Senior Executive Officer, Maintenance and Engineering will ensure that the balance of funds are budgeted in future years.

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds will be Federal, State and Local funding sources including sales tax and fares that are eligible for Bus and Rail Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring and specialized training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

Upon approval by the Board, staff will execute Modification No. 3 to Contract No. OP33673132, with XInt Tint of Anaheim, Inc., for glass panel surfaces anti-graffiti film maintenance and replacement services, to exercise each of the two, one-year options through February 2, 2019.

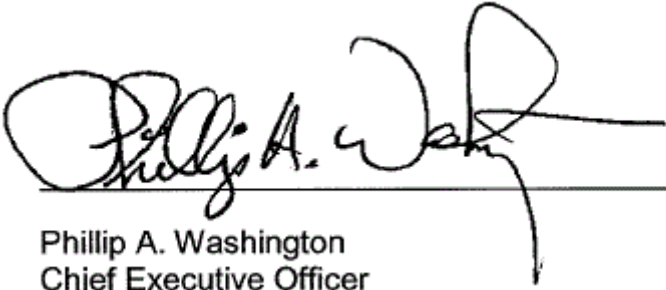
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765
Chris Reyes, Principal Transportation Planner, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES AND
ETCHED GLASS REPAIR SERVICES / OP33673132

1.	Contract Number: OP33673132		
2.	Contractor: XInt Tint of Anaheim, Inc.		
3.	Mod. Work Description: Exercise First and Second Year Options		
4.	Contract Work Description: Anti-graffiti film maintenance and replacement services and etched glass repair services on glass panels used throughout Metro transit facilities.		
5.	The following data is current as of: October 19, 2016		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/24/13	Contract Award Amount: \$3,913,326
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$429,263
	Original Complete Date:	2/3/17	Pending Modifications (including this action): \$2,608,884
	Current Est. Complete Date:	2/2/19	Current Contract Value (with this action): \$6,951,473
7.	Contract Administrator: Rommel Hilario		Telephone Number: (213) 922-4654
8.	Project Manager: Maral Minasian		Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve Modification No. 3 to Contract No. OP33673132 issued in support of Facilities Maintenance to continue anti-graffiti film maintenance and replacement services and etched glass repair services on glass panels used throughout Metro transit facilities by exercising the first and second option years for the amount of \$2,608,884.

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

On October 24, 2013, the Board approved a five-year contract, inclusive of two, one-year options to XInt Tint of Anaheim, Inc., the lowest responsive, responsible bidder, to provide anti-graffiti film maintenance and replacement services on glass panels used throughout Metro transit facilities.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon rates that were evaluated and established as part of the current contract awarded on October 24, 2013. According to the Consumer Price Index, similar industries experience an average of 3.3% increase from June 2015 to June 2016. The rates for these Option Years are the same rates the firm has charged Metro during the initial three-year base, with no increase. Therefore, exercising the options is in the best interest of Metro. The Contract was a result of a competitive IFB in which the option years were evaluated and award was made to the lowest responsive, responsible bidder.

	BID OPTIONS AMOUNT	METRO ICE	MODIFICATION AMOUNT
1	\$2,608,884	\$2,608,884	\$2,608,884

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

**ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES AND
ETCHED GLASS REPAIR SERVICES / OP33673132**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Attachment A – Added new locations	Approved	8/1/16	\$31,983
2	Revised Statement of Work and Extended the Period of Performance through 2/3/17	Approved	9/28/16	\$397,280
3	Exercise Option Year One and Year Two	Pending	Pending	\$2,608,884
	Modification Total:			\$3,038,147
	Original Contract		10/24/13	\$3,913,326
	Total:			\$6,951,473

DEOD SUMMARY

**ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES AND
ETCHED GLASS REPAIR SERVICES/OP33673132****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement. ~~Graffiti Shield~~ XInt Tint of Anaheim, Inc. did not make a DBE commitment. Installation and replacement services are performed with the prime's own workforces.

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 requirements are applicable to this project. 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. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

**Board Report**

File #: 2016-0717, **File Type:** Contract

Agenda Number: 31.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 17, 2016**

SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES

ACTION: EXERCISE FIRST AND SECOND YEAR OPTIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP33673154 with **Graffiti Shield, Inc., for stainless steel panel surfaces anti-graffiti film installation and replacement services**. This modification will exercise the first and second year options in the amount of \$3,806,056.54 for each of the first and second year options, for a combined total of \$7,612,113.08, increasing the total contract value from \$12,178,532.85 to \$19,790,645.93 and extending the contract term from February 3, 2017 to February 2, 2019.

ISSUE

There are approximately 200,000 square feet of stainless steel panel surfaces throughout the Metro transit system. Under the existing Contract, on-going anti-graffiti film maintenance and replacement services are performed on a regular basis to protect the stainless steel surfaces and mitigate vandalism system-wide.

The base term for this Contract will expire on February 2, 2017. The contractor has been providing satisfactory maintenance services.

To continue providing the required anti-graffiti film maintenance services, a Contract Modification is required to exercise each of the two, one year options extending the period of performance through February 2, 2019.

DISCUSSION

Under this Contract, the contractor is required to perform once a month inspections of the protected stainless steel panel surfaces throughout Metro facilities with a 100% replacement of the etched and damaged anti-graffiti film. On an average, 900,000 square feet of stainless steel anti-graffiti film is replaced annually due to repeated etching damage and other types of vandalism.

The current service frequencies will remain the same for each of the two, one year options. This

service is necessary to ensure clean and well maintained Metro stations and facilities free of graffiti and vandalism.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the provision of timely and reliable stainless steel anti-graffiti film maintenance services, enhance Metro bus and rail facilities overall appearance and cleanliness, and contribute to the quality of the customer experience.

FINANCIAL IMPACT

Funding of \$2,100,000 is included in the FY17 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager, project managers, and the Senior Executive Officer, Maintenance and Engineering will ensure that the balance of funds are budgeted in future years.

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds will come from Federal, State and local funding sources that are eligible for Bus and Rail Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring and specialized training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

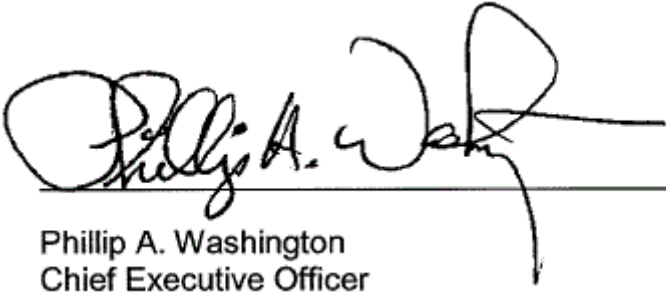
Upon approval by the Board, staff will execute Modification No. 3 to Contract No. OP33673154, with Graffiti Shield, Inc., for stainless steel panel surfaces anti-graffiti film installation and replacement services, to exercise each of the two, one year options through February 2, 2019.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765
Chris Reyes, Principal Transportation Planner, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES / OP33673154

1.	Contract Number: OP33673154		
2.	Contractor: Graffiti Shield, Inc.		
3.	Mod. Work Description: Exercise First and Second Year Options		
4.	Contract Work Description: Stainless steel anti-graffiti film installation and replacement services throughout Metro transit system.		
5.	The following data is current as of: October 28, 2016		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/24/13	Contract Award Amount: \$11,967,932.85
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$210,600
	Original Complete Date:	2/3/17	Pending Modifications (including this action): \$7,612,113.08
	Current Est. Complete Date:	2/2/19	Current Contract Value (with this action): \$19,790,645.93
7.	Contract Administrator: Rommel Hilario		Telephone Number: 213-922-4654
8.	Project Manager: Maral Minasian		Telephone Number: 213-922-6762

A. Procurement Background

This Board Action is to approve Modification No. 3 to Contract No. OP33673154 issued in support of Facilities Maintenance to continue anti-graffiti film maintenance and replacement services on stainless steel surfaces used throughout Metro transit system by exercising the first and second option years in the amount of \$7,612,113.08 and extending the period of performance to February 2, 2019.

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

On October 24, 2013, the Board approved a five-year contract, inclusive of two, one-year options, to Graffiti Shield, Inc., the lowest responsive, responsible bidder, to provide anti-graffiti film maintenance and replacement services on stainless steel surfaces used throughout Metro transit.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon rates that were evaluated and established as part of the current contract awarded on October 24, 2013. According to the Consumer Price Index, similar industries experience an average of 3.3% increase from June 2015 to June 2016. The rates for these option years are the same rates the firm has charged Metro during the initial base term, with no increase. Therefore, exercising the options is in the best interest of Metro. The Contract was a result of a competitive IFB in which the option years were evaluated and award was made to the lowest responsive, responsible bidder.

	OPTION YEARS AMOUNT	METRO ICE	MODIFICATION AMOUNT
1	\$7,612,113.08	\$7,612,113.08	\$7,612,113.08

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

**STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT
SERVICES / OP33673154**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Attachment A – Added new locations	Approved	8/15/16	\$137,213
2	Revised Statement of Work and added funds.	Approved	9/28/16	\$73,387
3	Exercise Option Year One and Year Two	Pending	Pending	\$7,612,113.08
	Modification Total			\$7,822,713.08
	Original Contract		2/3/14	\$11,967,932.85
	Total:			\$19,790,645.93

DEOD SUMMARY

STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT
SERVICES / OP33673154

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement. The anti-graffiti film is a proprietary product and services are performed with the prime's own workforces.

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 requirements are applicable to this project. 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. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.



Board Report

File #: 2016-0858, **File Type:** Informational Report

Agenda Number: 29

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 19, 2017

SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **monthly update on Transit Policing performance.**

ISSUE

On October 4, 2014, the board requested that staff provide a monthly update on transit policing performance to Systems Safety and Operations Committee. Specifically, the board requested monthly updates on criminal activity, fare enforcement, response time, deployment and perception of safety.

DISCUSSION

In November 2016, staff continues to be proactive in working with Operations, Los Angeles County Sheriff's Department (LASD), and Communications in addressing perception of safety, criminal activity, fare enforcement, response time, and deployment.

In the new law enforcement services contract, staff is including key performance indicators as tools to track performance.

Below are the key highlights for September-November 2016:

Actions to Improve the Ridership Experience

Metro is committed to providing a safe and quality ridership experience for all of its customers. To minimize blight and disorder on the Metro system in part caused by homelessness (encampments, loitering without fare, etc.) and illegal vending, Metro has launched two programs: The Homeless Task Force and the Vendor Pilot Program at Westlake/MacArthur Park.

1) Homeless Task Force

As part of Metro’s broader Homeless Strategic Plan, in November 2016 Metro launched a Homeless Task Force, a working group of homeless organizations and stakeholders interested in providing transit specific solutions to the LA County homeless crisis. These Task Force meetings are in progress with meetings through December 2016. The Homeless Strategic Plan will be finalized in January 2017 will come to the Board shortly thereafter.

2) Westlake/ McArthur Park Vendor Pilot Program

To control the voluminous non-permitted illegal vending at Metro’s Red/Purple Line Westlake/ McArthur Park station, Metro has partnered with Supervisor Solis and Los Angeles City Council Office, Gil Cedillo to launch a controlled Vendor Pilot Program. The result of this pilot program is to minimize blight and disorder at this station by eliminating unpermitted street vending on Metro Property, ensure safe boarding and alighting of bus patrons and to ultimately transform the station plaza into an inviting environment.

The Vendor Pilot Program is anticipated to launch by mid-January 2017.

High Visibility

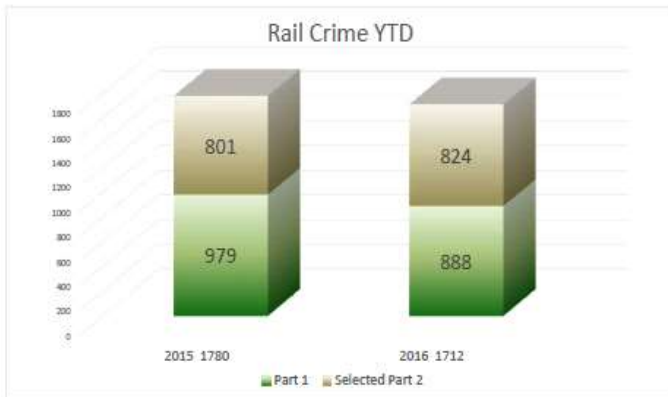
- Transit Security Officers (TSO) and Los Angeles County Sheriffs (LASD) have been engaging and interacting with patrons and operators to increase presence and increase the perception of safety on the Metro system. LASD has a 20 deputy train riding team (10 cover the Red and Gold Lines and 10 cover Blue, Expo and Green Lines. The goal of these operations is to combat quality of life issues on the Metro system. TSO’s conduct high visibility both on bus and rail.
 - TSO High Visibility Activity:

	Mode	Fare Checks	Boardings/Fixed Post
September	Rail	30,944	13 Stations
	Bus	11,151	983 Boardings
	Mode	Fare Checks	Boardings/Fixed Post
October	Rail	13,228	11 Stations
	Bus	11,795	915 Boardings
	Mode	Fare Checks	Boardings/Fixed Post
November	Rail	11,715	18 Stations
	Bus	5,826	1,243 Boardings

- LASD High Visibility Activity: The total number of LASD train rides for the month of September 2016, is 1464, October 2016 is 1,003 and for November 2016 is 1,307. The total number of fares checked in the month of September 2016 is 73,518, October 2016 is 52,853 and for November 2016, 74,631.

Criminal Activity:

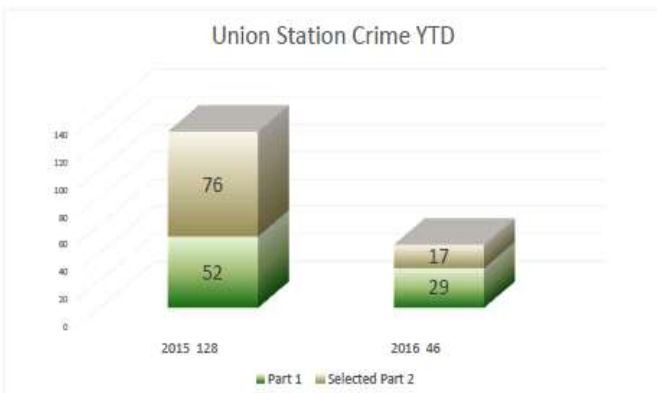
SEPTEMBER 2016:



Rail Part 1 Crime
DOWN -9.3%
from last year
Rail Part 2 Crime
UP 2.9%
from last year
Total Rail Crime
DOWN -3.8%
from last year



Bus Part 1 Crime
Down -21.2%
from last year
Bus Part 2 Crime
DOWN -20.6%
from last year
Total Bus Crime
DOWN -20.9%
from last year



Union Station Part 1 Crime
DOWN -44.2%
from last year
Union Station Part 2 Crime
DOWN -77.6%
from last year
Total Union Station Crime
DOWN -64.1%
from last year

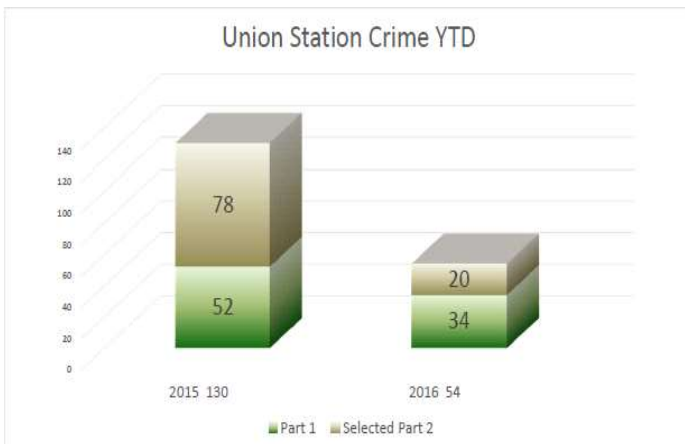
OCTOBER 2016:



Rail Part 1 Crime
DOWN -6.9%
from last year
Rail Part 2 Crime
UP 2.7%
from last year
Total Rail Crime
DOWN -2.6%
from last year

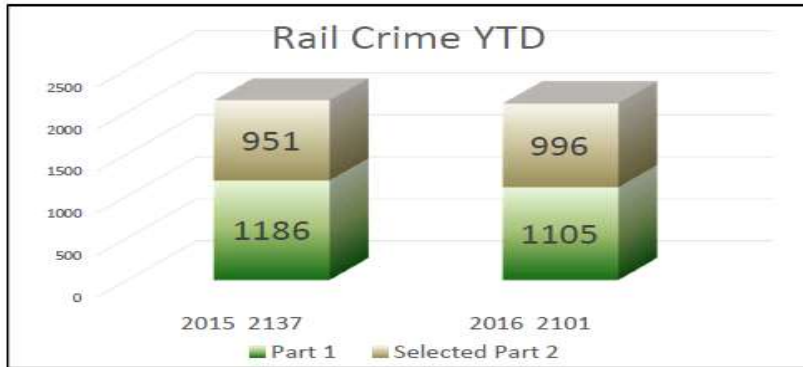


Bus Part 1 Crime
DOWN -21.6%
from last year
Bus Part 2 Crime
DOWN -20.6%
from last year
Total Bus Crime
DOWN -21.1%
from last year



Union Station Part 1 Crime
DOWN -34.6%
from last year
Union Station Part 2 Crime
DOWN -74.4%
from last year
Total Union Station Crime
DOWN -58.5%
from last year

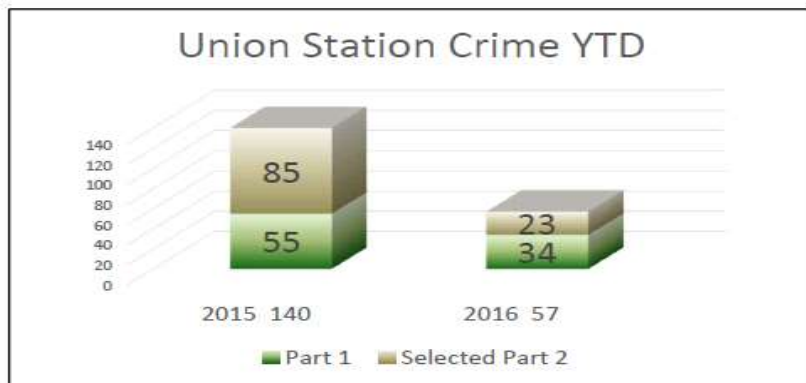
NOVEMBER 2016:



Rail Part 1 Crime	Down	-6.8%	from last year
Rail Sel Part 2 Crime	Up	4.7%	from last year
Total Rail Crime	Down	-1.7%	from last year



Bus Part 1 Crime	Down	-22.9%	from last year
Bus Sel Part 2 Crime	Down	-20.3%	from last year
Total Bus Crime	Down	-21.4%	from last year



U/S Part 1 Crime	Down	-38.2%	from last year
U/S Sel Part 2 Crime	Down	-72.9%	from last year
Total U/S Crime	Down	-59.3%	from last year

Bus Operator Assaults:

- From January to November 2016, there were 109 operator assaults. Of the 109 total operator assaults, 33% of the total assaults have had a suspect taken into custody. The majority of bus operator assaults are caused by fare related followed by missed stop.
- Comparing January-November 2015 to January-November 2016, Operator Assaults have decreased 31%.
- Of the 109 total operator assaults from January to November 2016, there were 91 non-aggravated assaults, 13 aggravated assaults, 3 sex crimes, and 2 robberies. The method of assault was as follows: 52 used hands/feet, 32 used spit, 7 threw cold liquid, 8 threw an object, 5 used a weapon, there were 3 sex crimes, and 2 robberies.
- Attachment B contains the matrix for the suspects who have assaulted Bus Operators that LASD has been tracking.
- From January to November 2016, there were 257,231,152 bus boardings and 109 total operator assaults, equating to 1 bus operator assault per 2.3 million boardings.

Operator Safety:

- The Metro Communications team completed phase one in July 2016 for a campaign targeted at reducing Bus Operator assaults.
- The ongoing Transit Ambassador Program focuses on classes that address conflict resolution for Operators and Supervisors.
- Metro Operations is continuing to move forward with the installation of barriers and monitors in the remaining serviceable fleet.

- For the rest of Metro's fleet (about 1300 buses), staff will be starting a program to retrofit operator barriers onto buses starting in June 2016. This program is expected to run for approximately 24 months. Staff is also developing a new program to have video monitors retrofit onto the rest of Metro's bus fleet.
- As of December 12, 2016 the Metro New Flyer Buses that in service are as follows:
 - Number of New Flyer buses in service (LA Metro & Contract Services) = 893 of 900
 - Number of buses "in-service" with protective barriers = 849
 - Number of buses "in-service" with live video monitors = 861
 - All other New Flyer Buses are on track to be retrofitted with barriers by the end of 2016

Significant Activities

- **9/10/2016** - Threat Interdiction Units, from the Central Operations Bureau, LASD attended the Irwindale Speedway's First Responder Appreciation Parade. During the well-attended event TIU deputies, who brought the Active Response Vehicle (SWAT Type) and several of their response vehicles to participate in the parade, signed autographs, and took photos with kids and veterans.

Response from the several hundred race fans was overwhelming, especially when all of the first responders went around the track with lights and sirens.

- **9/29/2016** - At 8:59 AM, Transit Security revenue Unit 1-V-3, Officer Allen, Officer Orodoyan contacted a missing at risk minor at Union Station, West. Transit Security Sgt. Solis requested for rescue, and a female Officer. Minor was transported to USC Medical Center by LA City Fire. Long Beach Police was also notified regarding missing at risk.
- **9/29/2016** - LASD Transit Bureau North Captain Jennifer Bateman, was joined by Gold Line Sector Lieutenant Michael Mendoza, along with several North Bureau team leader deputies, for the inaugural First Responder Appreciation Breakfast presented by the Irwindale Chamber of Commerce. All of the law enforcement, fire, and ambulance services that service the City of Irwindale were honored for their commitment to the community.

The LASD Transit Policing Division was honored for policing the Gold Line Extension and working closely with the local leaders to keep Irwindale residents safe when they go Metro.

- **11/18/16**- At approximately 4:50 p.m., Sheriff's Transit Bureau South units received a call of a man on an Expo Line train threatening that he had a firearm and a bomb on board.

Deputies arrived within minutes to the Expo/USC Station and began to evacuate the train. However, they were unable to initially locate the suspect. Witness pointed deputies toward where the suspect was believed to have gone. Deputies located the suspect at the corner of Figueroa st. and State st and he was taken into custody without incident.

Neither weapons nor explosives were found in his possession. He was arrested and booked for making terroristic threats. There was minimal impact to the Expo Line Train Operations.

- **11/25/16-** A Transit Bureau North Lieutenant was patrolling on the Red Line when he came upon a person loitering while having his cell phone plugged into a Metro power outlet. As the Lieutenant attempted to unplug the phone, the suspect attempted to interfere with him in the performance of his duties. Other deputies arrived to assist the Lieutenant. Although the suspect attempted to fight and struggle with deputies, they were able to gain control of him although he was behaving as if he had a weapon.

The suspect complained of injury, but was medically treated and given an OK to book for his crimes.

The investigation into this incident is ongoing.

- **11/1-30/2016-** During the month of November, Transit Policing Deputies and Supervisors began high visibility operations focusing on the Blue Line. The additional patrols have been met with positive public comments.

Fare Enforcement:

- In September 2016, law enforcement performed 727,198 fare checks on the rails and Orange Line. Based on the monthly targets, in September 2016 law enforcement had a 8% saturation rate. In October 2016, law enforcement performed 809,732 fare checks on the rails and Orange Line. Based on the monthly targets, in October 2016 law enforcement had a 9% saturation rate. In November 2016, law enforcement performed 525,744 fare checks on the rails and Orange Line. Based on the monthly targets, in November 2016 law enforcement had a 6% saturation rate.
- Based on the chart, green checks occur when a patron has valid fare and has tapped at a turnstile or stand-alone validator. Yellow checks occur when a patron has valid fare, but failed to TAP at a transfer point. Red checks occur when a patron either has a daily/weekly/monthly pass and has not tapped at all during their trip, has stored value and failed to TAP, or has no stored value.
- The fluctuation of ticket issuance is due to transition of fare enforcement from LASD to Metro Transit Security.
- At the discretion of the fare inspector, patrons are encouraged to make payment at the ticket vending machine or TAP their card on the validator in lieu of receiving a citation.

2016									
SEPTEMBER	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	*MONTHLY TARGET
Red/Purple	233,032	207,089	90,703	15,292	1,161	107%	3,859,635	3,506,283	220,000
Blue	98,223	63,265	23,583	11,375	471	47%	2,065,083	2,250,968	212,000
Green	140,847	122,517	57,579	10,753	263	104%	880,731	1,640,905	136,000
Gold	118,360	106,468	52,592	7,309	73	102%	1,397,979	2,455,116	116,000
Expo	62,233	46,676	10,335	5,222	9	69%	1,168,242	2,35,123	90,000
Orange	63,933	56,856	3,141	3,936	64	70%	673,416	1,76,874	92,000
Bus	10509	8757	899	853	106				
Total	727,198	611,626	260,835	54,740	2,147		10,045,050	19,250,608	
SATURATION RATE	7%								

2016									
OCTOBER	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	*MONTHLY TARGET
Red/Purple	209,189	186,104	9,038	14,047	1,179	96%	3,840,548	3,037,844	220,000
Blue	67,308	42,347	16,686	8,275	326	32%	2,067,748	1,273,601	212,000
Green	112,306	95,159	7,692	9,155	247	83%	890,604	630,685	136,000
Gold	107,053	96,143	4,376	6,534	25	92%	1,429,208	992,600	116,000
Expo	40,154	31,469	4,832	3,853	46	45%	1,209,744	728,633	90,000
Orange	58,578	52,318	2,810	3,450	62	64%	687,122	476,364	92,000
Bus	9,250	6,776	1,751	723	55				
Total	603,838	510,316	47,185	46,037	1,940		10,124,974		
SATURATION RATE	7%								

2016									
NOVEMBER	FARES CHECKED	GREEN CHECKS	YELLOW CHECKS	RED CHECKS	TICKETS	TARGET* ATTAINED	RIDERSHIP	TAP ENTRIES	*MONTHLY TARGET
Red/Purple	173,589	149,267	7,517	16,805	973	80%	3,794,191	2,834,640	220,000
Blue	77,412	48,243	18,136	11,033	678	37%	1,998,231	1,253,996	212,000
Green	87,869	73,545	6,244	8,080	306	65%	852,752	597,845	136,000
Gold	104,963	93,607	4,630	6,726	57	91%	1,396,425	936,095	116,000
Expo	33,386	26,500	2,856	4,030	109	37%	1,302,590	728,656	90,000
Orange	38,550	34,716	1,692	2,142	54	42%	643,061	444,025	92,000
Bus	10005	8380	940	685	57				
Total	525,774	434,258	42,015	49,501	2,234		9,987,250		
SATURATION RATE	6%								

Traffic Enforcement Activity in the Bus Rapid Transit Lanes:

- In November 2016, there were 204 “Failure to Obey Signs” citations issued on Wilshire Blvd.

Response Time:

- In September 2016, the average response time for “Calls for Service” (Emergency, Priority, and Routine) for all rail lines and buses was 16.5 minutes. October 2016, the average response time for “Calls for Service” (Emergency, Priority and Routine) for all rail lines and buses was 17.99 minutes. In November 2016, the average response time for “Calls for

Service” (Emergency, Priority and Routine) for all rail lines and buses was 16.48 minutes.

- LASD reports emergency call responses averaged 6.20 minutes in September 2016; 6.33 minutes in October 2016; 6.23 minutes in November 2016.

ATTACHMENTS

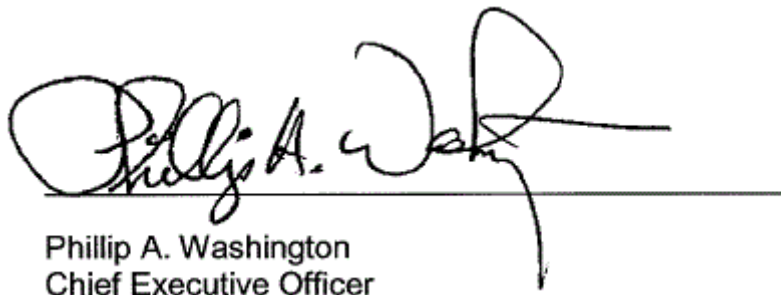
Attachment A - Transit Policing Division Report September-November 2016

Attachment B - Matrix of Bus Operator Assault Suspects

Prepared by: Alex Z Wiggins, Chief, System Security and Law Enforcement, (213) 922-4433

Reviewed by:

Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*



MTA MONTHLY REPORT September 2016

Prepared by the Crime Analysis Unit



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TRANSIT POLICING DIVISION
 RONENE M. THOMAS, CHIEF

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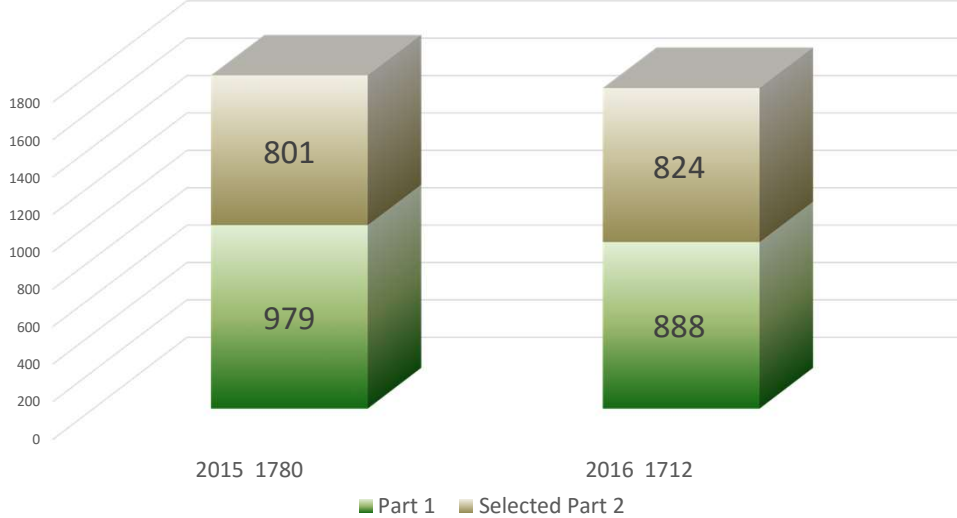
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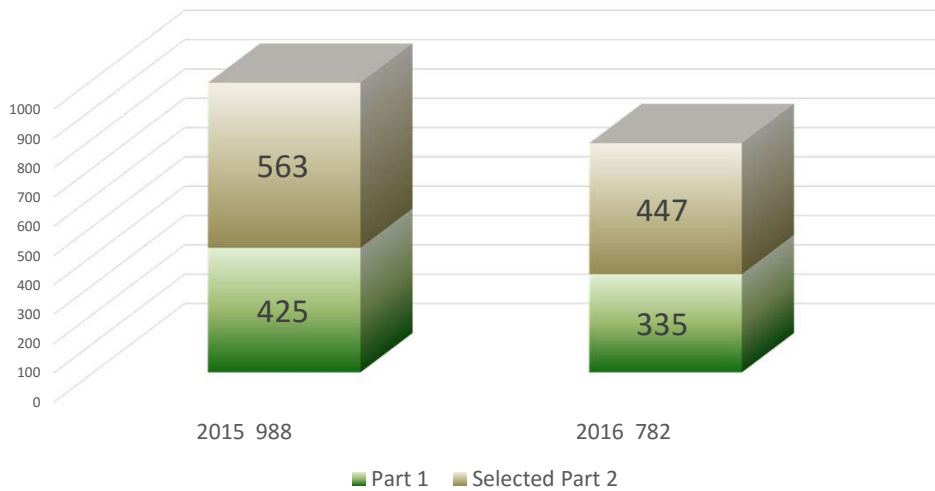
TRANSIT POLICING DIVISION - 2016

Rail Crime YTD



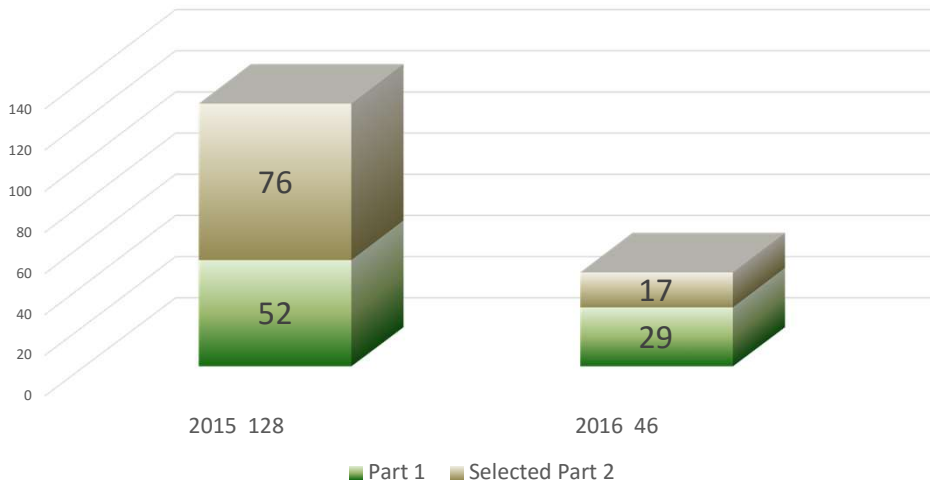
Rail Part 1 Crime
DOWN -9.3%
from last year
Rail Part 2 Crime
UP 2.9%
from last year
Total Rail Crime
DOWN -3.8%
from last year

Bus Crime YTD



Bus Part 1 Crime
Down -21.2%
from last year
Bus Part 2 Crime
DOWN -20.6%
from last year
Total Bus Crime
DOWN -20.9%
from last year

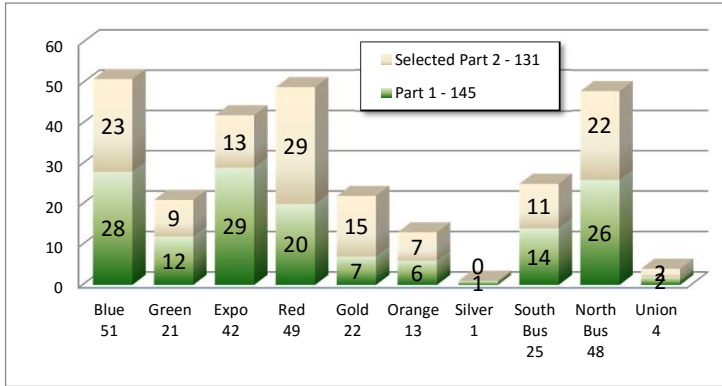
Union Station Crime YTD



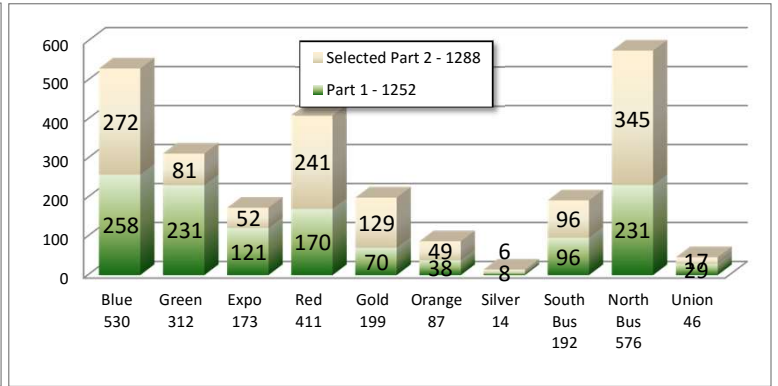
Union Station Part 1 Crime
DOWN -44.2%
from last year
Union Station Part 2 Crime
DOWN -77.6%
from last year
Total Union Station Crime
DOWN -64.1%
from last year

TRANSIT POLICING DIVISION - 2016

Sep Crimes - 276



YTD Crimes - 2540

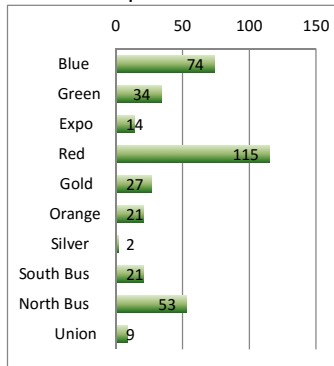


Part 1 Crimes per 1,000,000 Riders

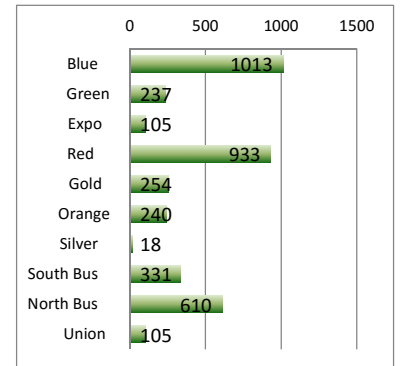
	2016 Jan - Sep	2015 Jan - Sep	2014 Jan - Sep	2013 Jan - Sep
Blue	13.6 ↓	14.9	13.3	14.8
Green	27.6 ↑	24.8	25.2	24.4
Expo	13.0 ↓	15.5	12.2	20.5
Red	5.0 ↓	5.4	4.6	4.7
Gold	5.7 ↓	12.1	5.1	6.9
Orange	6.5 ↓	7.7	7.6	6.4
Silver	2.3 ↑	2.2	3.2	1.1
Bus	1.5 ↓	1.7	1.7	1.4

Arrow indicates an increase or decrease from last year.

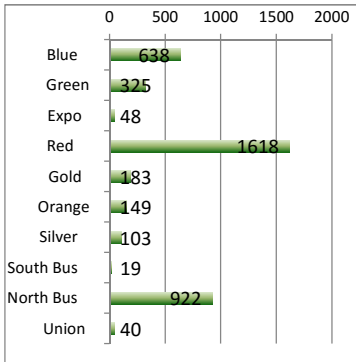
Sep Arrests - 370



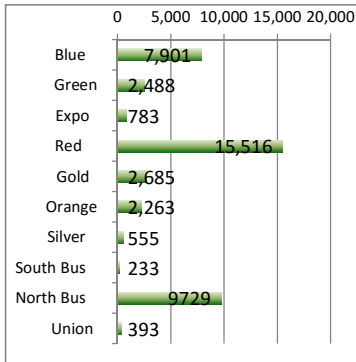
YTD Arrests - 3846



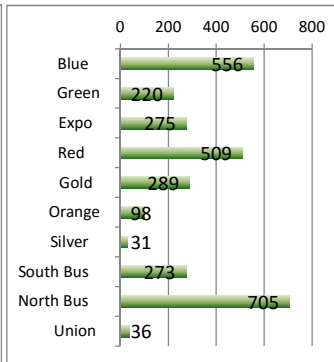
Sep Citations - 4045



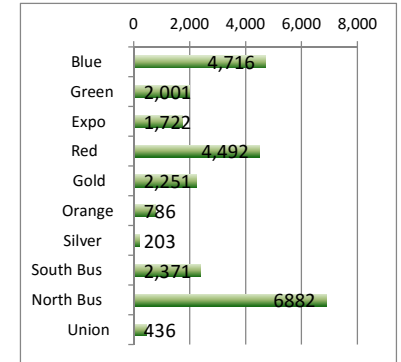
YTD Citations - 42546



Sep Calls For Service - 2992



YTD Calls For Service - 25860



SATURATION RATE

September	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	2,065,083	880,731	1,168,242	3,859,615	1,397,974	673,416	10,045,061
Contacts	98,853	151,453	62,279	234,737	118,497	64,034	729,853
%Passengers Inspected	4.79%	17.20%	5.33%	6.08%	8.48%	9.51%	7.27%
Boardings	0	0	0	0	0	0	0
Rides	0	0	0	0	0	0	0
Fare Warnings	0	0	0	0	0	0	0

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	18,914,430	8,372,040	9,335,756	34,325,496	12,284,236	5,850,203	89,082,161
YTD Contacts*	1,251,999	1,190,935	515,041	2,238,900	1,228,498	623,558	7,048,931
%Passengers Inspected	6.62%	14.23%	5.52%	6.52%	10.00%	10.66%	7.91%
Boardings	0	0	0	0	0	57	57
Rides	701	46	155	963	0	19	1,884
Fare Warnings	0	0	0	0	0	5	5

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

Part 1 Crimes have decreased by 14% from Jan - Sep 2016 compared to Jan - Sep 2015.

All rail lines had a decrease in part 1 crimes per 1,000,000 riders except the Green Line.

Overall, buses had a decrease in part 1 crimes per 1,000,000 riders from the same period last year.

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	13	6	5	4	9	13	9	11	9	0	0	0	79
Agg Assault	2	5	7	0	9	4	7	6	3	0	0	0	43
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	7	3	9	3	4	6	4	4	8	0	0	0	48
Petty Theft	3	4	8	6	3	8	5	8	5	0	0	0	50
GTA	1	0	4	3	1	2	3	1	2	0	0	0	17
BTFV	3	3	1	0	2	4	2	4	1	0	0	0	20
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	21	34	17	28	37	30	34	28	0	0	0	258

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	2	0	0	0	2
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	8	3	8	6	11	11	9	11	5	0	0	0	72
Agg Assault	6	1	2	2	3	0	2	6	0	0	0	0	22
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	9	1	2	7	3	5	3	2	2	0	0	0	34
Petty Theft	1	7	5	4	7	5	7	1	1	0	0	0	38
GTA	4	5	3	0	2	8	10	1	1	0	0	0	34
BTFV	2	2	2	5	1	7	7	0	1	0	0	0	27
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	32	19	22	24	27	36	38	21	12	0	0	0	231

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	6	3	2	6	3	4	3	4	0	0	0	31
Agg Assault	0	2	1	2	1	1	4	2	0	0	0	0	13
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	6	0	2	3	0	2	3	6	0	0	0	26
Petty Theft	2	0	0	0	2	5	4	16	18	0	0	0	47
GTA	0	0	1	0	0	0	0	0	1	0	0	0	2
BTFV	0	0	1	0	0	0	0	1	0	0	0	0	2
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	14	6	6	12	9	14	25	29	0	0	0	121

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	6	4	2	5	3	3	5	7	1	0	0	0	36
Agg Assault	4	8	2	3	4	7	9	2	5	0	0	0	44
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Theft	2	3	3	5	4	2	5	4	3	0	0	0	31
Petty Theft	6	5	3	10	2	10	4	1	10	0	0	0	51
GTA	1	0	1	0	0	2	0	1	0	0	0	0	5
BTFV	0	0	0	0	0	0	1	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	11	23	13	24	24	15	20	0	0	0	170

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	0	1	0	0	0	1	0	0	0	0	4
Agg Assault	2	0	0	0	0	1	3	0	1	0	0	0	7
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Theft	1	0	0	1	1	1	0	0	0	0	0	0	4
Petty Theft	1	0	4	3	2	4	2	2	4	0	0	0	22
GTA	0	0	1	1	2	0	0	0	2	0	0	0	6
BTFV	5	0	9	4	3	2	1	1	0	0	0	0	25
Arson	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	10	1	14	10	8	9	6	5	7	0	0	0	70

* Part 1 Crimes are calculated in accordance with the FBI Uniform Crime Report standards.
 Homicides, Rapes, and Aggravated Assaults are counted by the number of victims.

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	1	1	0	0	0	0	0	0	3
Agg Assault	0	0	1	1	3	3	1	3	0	0	0	0	12
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Theft	1	0	0	1	0	0	0	0	0	0	0	0	2
Petty Theft	1	2	1	0	1	4	0	1	0	0	0	0	10
GTA	0	0	1	1	0	1	0	1	0	0	0	0	4
BTFV	0	0	0	0	0	0	0	1	5	0	0	0	6
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	3	5	9	1	6	6	0	0	0	38

Silver Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	2	1	0	1	0	0	0	0	0	0	0	0	4
Agg Assault	1	0	0	1	0	0	0	0	1	0	0	0	3
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	1	0	0	0	0	0	0	0	0	1
Petty Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	0	3	0	0	0	0	1	0	0	0	8

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	4	4	1	2	1	3	4	2	1	0	0	0	22
Agg Assault	2	3	3	0	1	1	1	3	7	0	0	0	21
Agg Assault on Op	0	0	0	0	1	0	0	1	1	0	0	0	3
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	2	6	2	1	2	2	0	1	0	0	0	17
Petty Theft	5	0	4	2	6	0	1	2	0	0	0	0	20
GTA	2	0	0	0	0	0	0	0	1	0	0	0	3
BTFV	1	1	1	1	1	0	1	0	3	0	0	0	9
Arson	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	15	10	15	7	11	7	9	8	14	0	0	0	96

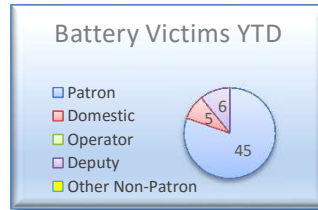
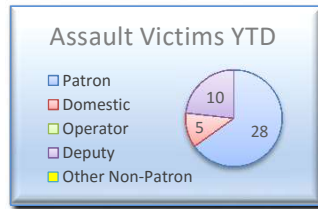
North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	2	0	0	0	0	0	0	2
Robbery	6	5	3	1	5	1	7	3	3	0	0	0	34
Agg Assault	6	7	5	8	5	9	3	5	10	0	0	0	58
Agg Assault on Op	0	1	1	0	0	1	0	1	2	0	0	0	6
Burglary	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Theft	14	9	6	9	5	7	8	1	3	0	0	0	62
Petty Theft	5	11	10	5	4	6	7	3	7	0	0	0	58
GTA	0	1	0	0	0	1	0	1	0	0	0	0	3
BTFV	0	1	3	0	0	0	0	0	1	0	0	0	5
Arson	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	31	35	31	23	19	27	25	14	26	0	0	0	231

Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	1	0	0	0	0	0	0	0	0	0	0	1
Robbery	0	0	0	0	0	0	1	0	1	0	0	0	2
Agg Assault	1	0	0	0	2	0	1	0	0	0	0	0	4
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	2	1	1	0	0	0	0	0	0	0	0	0	4
Grand Theft	0	0	0	0	0	1	2	0	1	0	0	0	4
Petty Theft	3	1	2	2	0	2	1	1	0	0	0	0	12
GTA	0	0	0	0	0	0	0	1	0	0	0	0	1
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	6	3	3	2	3	3	5	2	2	0	0	0	29

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	2	0	0	0	3
Rape	2	1	0	0	0	2	0	0	0	0	0	0	5
Robbery	41	30	22	22	36	35	39	38	24	0	0	0	287
Agg Assault	24	26	21	17	28	26	31	27	27	0	0	0	227
Agg Assault on Op	0	1	1	0	1	1	0	2	3	0	0	0	9
Burglary	2	1	3	0	0	1	0	0	2	0	0	0	9
Grand Theft	39	24	26	31	21	24	26	14	24	0	0	0	229
Petty Theft	27	30	37	32	27	44	31	35	45	0	0	0	308
GTA	8	6	11	5	5	14	13	6	7	0	0	0	75
BTFV	11	7	17	10	7	13	12	7	11	0	0	0	95
Arson	1	0	1	0	1	1	0	1	0	0	0	0	5
Total	155	126	139	118	126	161	152	130	145	0	0	0	1252

BLUE LINE

REPORTED CRIME		
PART 1 CRIMES	Sep	YTD
Homicide	0	1
Rape	0	0
Robbery	9	79
Agg Assault	3	43
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	8	48
Petty Theft	5	50
Motor Vehicle Theft	2	17
Burg/Theft From Vehicle	1	20
Arson	0	0
SUB-TOTAL	28	258
Selected Part 2 Crimes		
Battery	5	56
Battery Rail Operator	0	0
Sex Offenses	2	13
Weapons	2	28
Narcotics	7	75
Trespassing	0	56
Vandalism	7	44
SUB-TOTAL	23	272
TOTAL	51	530



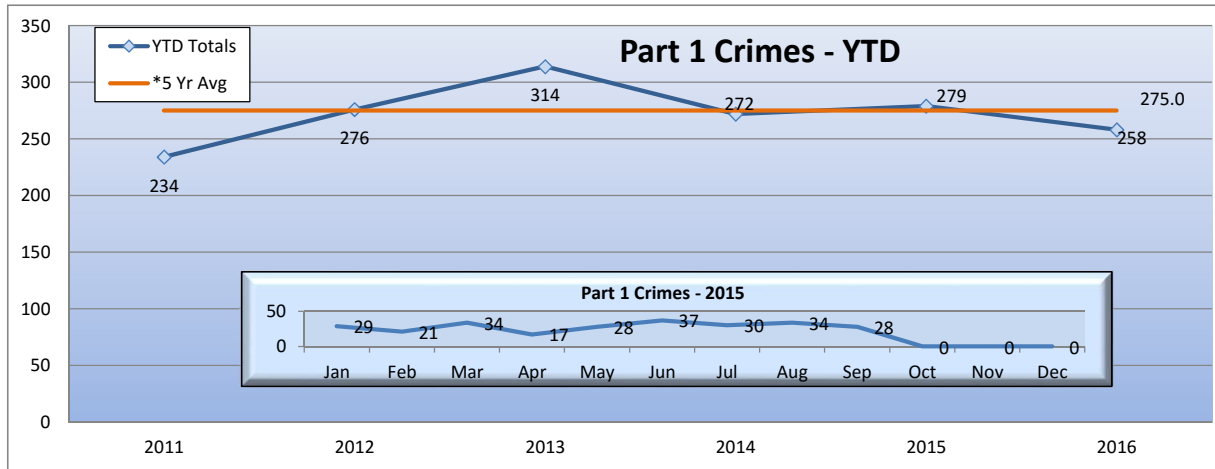
Part 1 Crimes per Station		
Station	Sep	YTD
7th/Metro	0	14
Pico	0	5
Grand	0	4
San Pedro	0	4
Washington	1	3
Vernon	1	7
Slauson	1	12
Florence	3	17
Firestone	2	18
103rd St	1	10
Willowbrook	5	30
Compton	4	17
Artesia	0	18
Del Amo	3	29
Wardlow	0	11
Willow	0	13
PCH	3	22
Anaheim	3	10
5th St	1	3
1st St	0	1
Transit Mall	0	8
Pacific	0	2
Rail Yard	0	0
Total	28	258

ARRESTS		
Type	Sep	YTD
Felony	19	258
Misdemeanor	55	755
TOTAL	74	1,013

CITATIONS		
Type	Sep	YTD
Fare Evasion Citations	386	5,405
Other Citations	65	999
Vehicle Code Citations	187	1,497
TOTAL	638	7,901

CALLS FOR SERVICE				
TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	42	4.8	407	6.0
Priority	283	11.0	2,362	13.8
Routine	231	21.5	1,947	21.4
Total	556	14.9	4,716	16.3

FARE ENFORCEMENT		
	Sep	YTD
Ridership	2,065,083	18,914,430
Contacts	98,853	1,251,999
% of Patrons Inspected	4.79	6.62
Boardings	0	0
Ride	0	701
Fare Warning	0	0



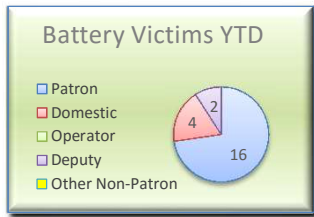
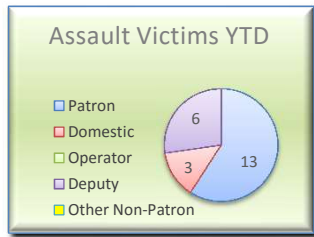
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Blue Line Highlights
The Blue Line had 21 less part 1 crimes, which is a 8% decrease from the same period last year.
Part 1 crimes per 1,000,000 riders were down from the same period last year.

GREEN LINE

REPORTED CRIME

PART 1 CRIMES	Sep	YTD
Homicide	2	2
Rape	0	1
Robbery	5	72
Agg Assault	0	22
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	2	34
Petty Theft	1	38
Motor Vehicle Theft	1	34
Burg/Theft From Vehicle	1	27
Arson	0	1
SUB-TOTAL	12	231
Selected Part 2 Crimes		
Battery	2	22
Battery Rail Operator	0	0
Sex Offenses	0	3
Weapons	0	4
Narcotics	4	23
Trespassing	0	2
Vandalism	3	27
SUB-TOTAL	9	81
TOTAL	21	312



Part 1 Crimes per Station

Station	Sep	YTD
Redondo Beach	0	3
Douglas	0	3
El Segundo	0	7
Mariposa	0	4
Aviation	0	12
Hawthorne	1	15
Crenshaw	1	16
Vermont	0	23
Harbor	2	41
Avalon	4	21
Willowbrook	1	22
Long Beach	3	39
Lakewood	0	11
Norwalk	0	14
Total	12	231

ARRESTS

Type	Sep	YTD
Felony	8	70
Misdemeanor	26	167
TOTAL	34	237

CITATIONS

Type	Sep	YTD
Fare Evasion Citations	184	1,054
Other Citations	38	230
Vehicle Code Citations	103	1,204
TOTAL	325	2,488

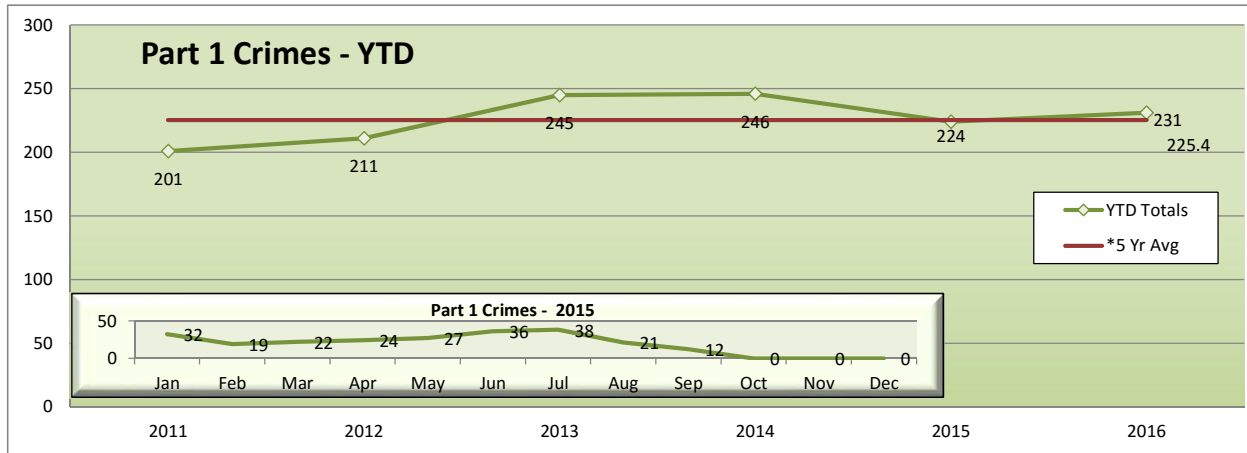
CALLS FOR SERVICE

TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	20	5.9	146	5.9
Priority	92	11.1	803	11.8
Routine	108	19.8	1052	19.5
Total	220	14.9	2001	15.4

FARE ENFORCEMENT

	Sep	YTD
Ridership	880,731	8,372,040
Contacts	151,453	1,190,935
% of Patrons Inspected	17.20	14.23
Boardings	0	0
Ride	0	46
Fare Warning	0	0

Green Line Highlights
The Green Line had 7 more part 1 crimes, which is a 3% increase from the same period last year.
Part 1 crimes per 1,000,000 riders were up from the same period last year.

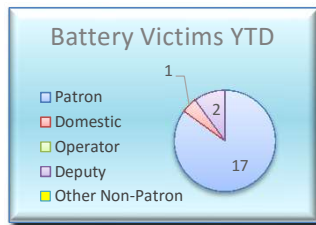
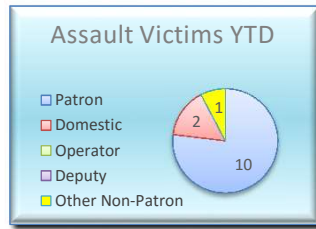


*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	0
Robbery	4	31
Agg Assault	0	13
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	6	26
Petty Theft	18	47
Motor Vehicle Theft	1	2
Burg/Theft From Vehicle	0	2
Arson	0	0
SUB-TOTAL	29	121
Selected Part 2 Crimes		
Battery	5	20
Battery Rail Operator	0	0
Sex Offenses	1	6
Weapons	1	1
Narcotics	3	10
Trespassing	1	4
Vandalism	2	11
SUB-TOTAL	13	52
TOTAL	42	173



Part 1 Crimes per Station

Station	Sep	YTD
7th/Metro	0	1
Pico	0	4
23rd St	0	7
Jefferson/USC	0	4
Expo/USC	0	0
Expo/Vermont	0	4
Expo/Western	0	6
Expo/Crenshaw	0	5
Farmdale	3	15
La Brea	3	8
La Cienega	0	6
Culver City	10	31
Palms	0	2
Expo/Westwood	2	3
Expo/Sepulveda	1	5
Expo/Bundy	5	7
26th St /Bergamot	1	3
17th St/SMC	1	3
D/T Santa Monica	2	6
Expo Rail Yard	1	1
Total	29	121

ARRESTS

Type	Sep	YTD
Felony	8	27
Misdemeanor	6	78
TOTAL	14	105

CITATIONS

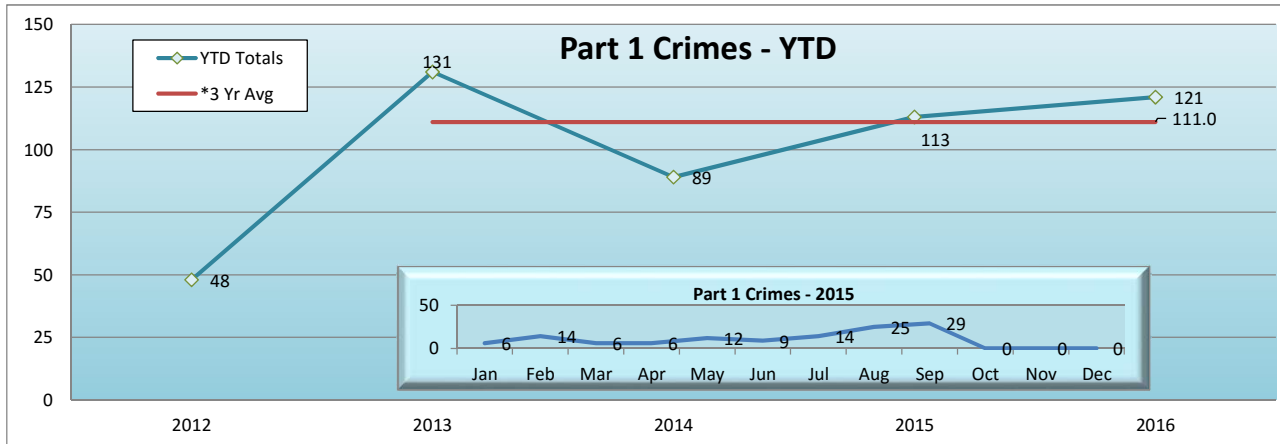
Type	Sep	YTD
Fare Evasion Citations	11	281
Other Citations	1	50
Vehicle Code Citations	36	452
TOTAL	48	783

CALLS FOR SERVICE

TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	18	4.3	104	5.0
Priority	145	12.2	901	16.0
Routine	112	24.4	717	22.2
Total	275	16.6	1722	16.7

FARE ENFORCEMENT

	Sep	YTD
Ridership	1,168,242	9,335,756
Contacts	62,279	515,041
% of Patrons Inspected	5.33	5.52
Boardings	0	0
Ride	0	155
Fare Warning	0	0



Expo Line Highlights

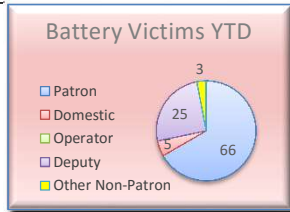
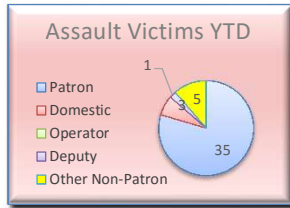
The Expo Line had 8 more part 1 crime, which is a 7% increase from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

*Expo line opened in April 2012, so a 3 yr average from 2013 - 2015 is calculated.

RED LINE

REPORTED CRIME		
PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	1
Robbery	1	36
Agg Assault	5	44
Agg Assault on Op	0	0
Burglary	1	1
Grand Theft	3	31
Petty Theft	10	51
Motor Vehicle Theft	0	5
Burg/Theft From Vehicle	0	1
Arson	0	0
SUB-TOTAL	20	170
Selected Part 2 Crimes		
Battery	10	99
Battery Rail Operator	0	0
Sex Offenses	3	20
Weapons	1	8
Narcotics	10	60
Trespassing	3	33
Vandalism	2	21
SUB-TOTAL	29	241
TOTAL	49	411



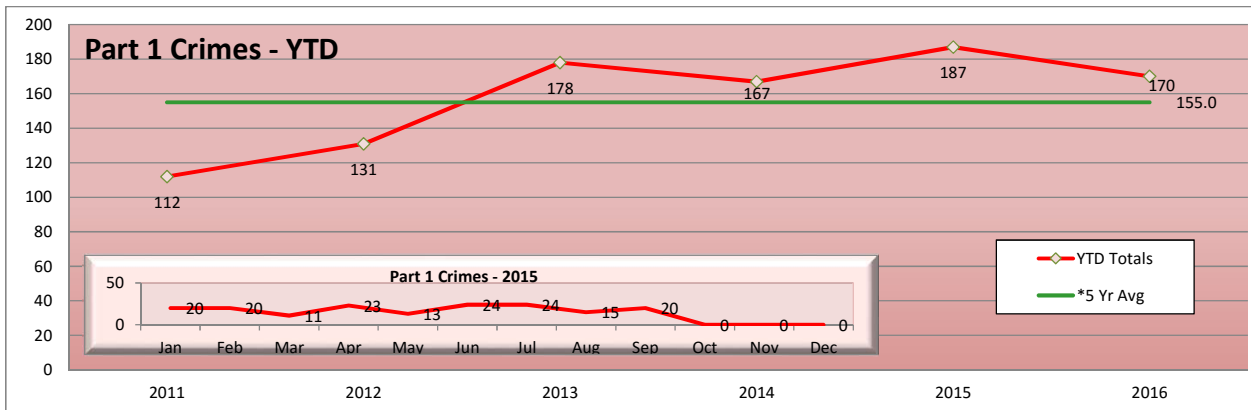
Part 1 Crimes per Station		
Station	Sep	YTD
Union Station	0	14
Civic Center	1	6
Pershing Square	4	13
7th/Metro	3	8
Westlake	2	21
Wilshire/Vermont	1	14
Wilshire/Normandie	1	1
Vermont/Beverly	1	6
Wilshire/Western	2	11
Vermont/Santa Monica	0	8
Vermont/Sunset	1	5
Hollywood/Western	0	6
Hollywood/Vine	1	9
Hollywood/Highland	0	10
Universal	1	9
North Hollywood	2	28
Red Line Rail Yard	0	1
Total	20	170

ARRESTS		
Type	Sep	YTD
Felony	33	201
Misdemeanor	82	732
TOTAL	115	933

CITATIONS		
Type	Sep	YTD
Fare Evasion Citations	1,233	12,579
Other Citations	90	1,123
Vehicle Code Citations	295	1,814
TOTAL	1,618	15,516

CALLS FOR SERVICE				
TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	26	6.2	258	6.1
Priority	247	14.1	2373	15.1
Routine	236	23.3	1861	24.3
Total	509	18.0	4492	18.4

FARE ENFORCEMENT		
	Sep	YTD
Ridership	3,859,615	34,325,496
Contacts	234,737	2,238,900
% of Patrons Inspected	6.08	6.52
Boardings	0	0
Ride	0	963
Fare Warning	0	0



RED Line Highlights

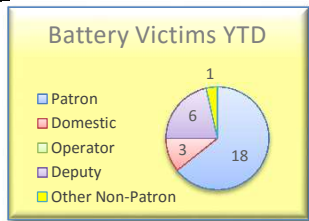
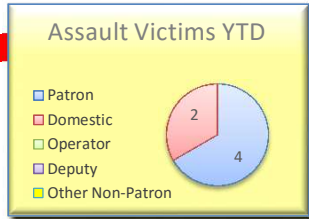
The Red Line had 17 less part 1 crimes which is a 9% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down compared to the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GOLD LINE

REPORTED CRIME		
PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Agg Assault	1	7
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	0	4
Petty Theft	4	22
Motor Vehicle Theft	2	6
Burg/Theft From Vehicle	0	25
Arson	0	1
SUB-TOTAL	7	70
Selected Part 2 Crimes		
Battery	0	28
Battery Rail Operator	0	0
Sex Offenses	2	9
Weapons	0	1
Narcotics	7	15
Trespassing	0	38
Vandalism	6	38
SUB-TOTAL	15	129
TOTAL	22	199



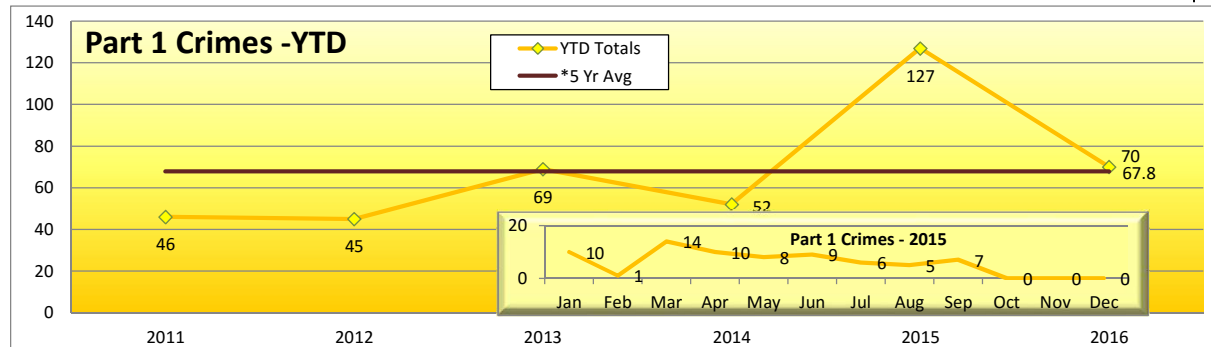
Part 1 Crimes per Station		
Station	Sep	YTD
APU/Citrus College	2	4
Azusa Downtown	0	1
Irwindale	1	2
Duarte	1	2
Monrovia	0	3
Arcadia	1	5
Sierra Madre	0	3
Allen	0	4
Lake	0	1
Memorial Park	0	1
Del Mar	0	0
Fillmore	0	0
South Pasadena	0	1
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	2
Lincoln Heights	0	15
Chinatown	0	3
Union Station	0	0
Little Tokyo	0	0
Pico	0	0
Mariachi	0	0
Soto	0	4
Indiana	0	5
Maravilla	0	0
East La	0	0
Atlantic	2	13
Total	7	70

ARRESTS		
Type	Sep	YTD
Felony	4	31
Misdemeanor	23	223
TOTAL	27	254

CITATIONS		
Type	Sep	YTD
Fare Evasion Citations	78	1,507
Other Citations	11	166
Vehicle Code Citations	94	1,012
TOTAL	183	2,685

CALLS FOR SERVICE				
TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	11	4.6	122	6.6
Priority	151	13.6	1196	15.0
Routine	127	22.9	933	23.5
Total	289	17.3	2251	18.1

FARE ENFORCEMENT		
	Sep	YTD
Ridership	1,397,974	12,284,236
Contacts	118,497	1,228,498
% of Patrons Inspected	8.48	10.00
Boardings	0	0
Ride	0	0
Fare Warning	0	0



*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

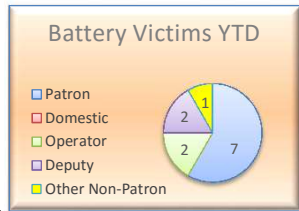
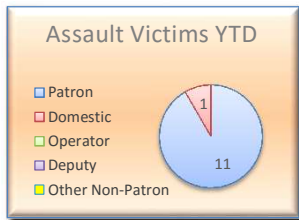
Gold Line Highlights

The Gold Line had 57 less part 1 crimes, which is a 45% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

ORANGE LINE

REPORTED CRIME		
PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	0
Robbery	0	3
Agg Assault	0	12
Agg Assault on Op	0	0
Burglary	1	1
Grand Theft	0	2
Petty Theft	0	10
Motor Vehicle Theft	0	4
Burg/Theft From Vehicle	5	6
Arson	0	0
SUB-TOTAL	6	38
Selected Part 2 Crimes		
Battery	1	10
Battery Bus Operator	0	2
Sex Offenses	1	6
Weapons	0	1
Narcotics	5	22
Trespassing	0	0
Vandalism	0	8
SUB-TOTAL	7	49
TOTAL	13	87



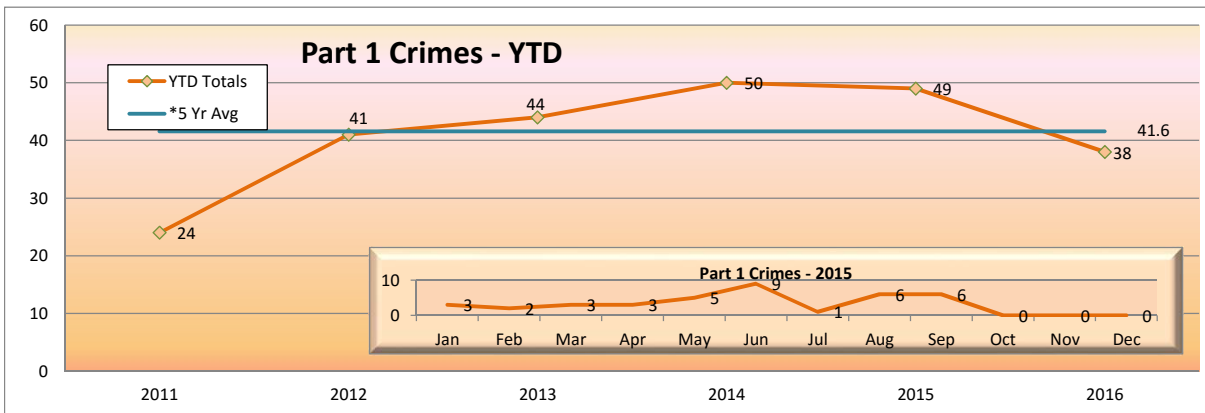
Part 1 Crimes per Station		
Station	Sep	YTD
North Hollywood	0	5
Laurel Canyon	0	2
Valley College	0	0
Woodman	0	3
Van Nuys	0	3
Sepulveda	0	2
Woodley	0	0
Balboa	5	6
Reseda	1	2
Tampa	0	1
Pierce College	0	4
De Soto	0	0
Canoga	0	3
Warner Center	0	1
Sherman Way	0	3
Roscoe	0	1
Nordhoff	0	0
Chatsworth	0	2
Total	6	38

ARRESTS		
Type	Sep	YTD
Felony	3	30
Misdemeanor	18	210
TOTAL	21	240

CITATIONS		
Type	Sep	YTD
Fare Evasion Citations	68	1,512
Other Citations	10	88
Vehicle Code Citations	71	663
TOTAL	149	2,263

CALLS FOR SERVICE				
TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	4	11.8	49	9.4
Priority	53	14.8	468	14.4
Routine	41	23.6	269	30.8
Total	98	18.4	786	19.7

FARE ENFORCEMENT		
	Sep	YTD
Ridership	673,416	5,850,203
Contacts	64,034	623,558
% of Patrons Inspected	9.51	10.66
Boardings	0	57
Ride	0	19
Fare Warning	0	5



Orange Line Highlights

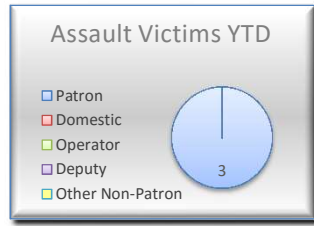
The Orange Line had 11 less part 1 crimes, which is a 22% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were up from the same period last year.

SILVER LINE

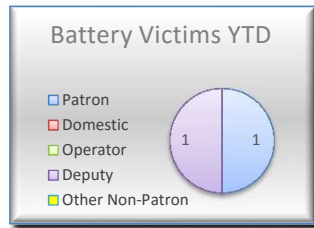
REPORTED CRIME

PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Agg Assault	1	3
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	0	0
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	1	8
Selected Part 2 Crimes		
Battery	0	2
Battery Bus Operator	0	0
Sex Offenses	0	3
Weapons	0	1
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	0	6
TOTAL	1	14



Part 1 Crimes per Station

Station	Sep	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	1
Alameda	0	0
Downtown	0	1
37th St/USC	0	0
Slauson	0	2
Manchester	1	1
Harbor Fwy	0	3
Rosecrans	0	0
Harbor/Gateway	0	0
Total	1	8



ARRESTS

Type	Sep	YTD
Felony	0	3
Misdemeanor	2	15
TOTAL	2	18

CITATIONS

Type	Sep	YTD
Fare Evasion Citations	10	31
Other Citations	18	227
Vehicle Code Citations	75	297
TOTAL	103	555

CALLS FOR SERVICE

TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	2	4.0	11	4.5
Priority	18	15.5	102	12.9
Routine	11	20.5	90	23.6
Total	31	16.5	203	17.2

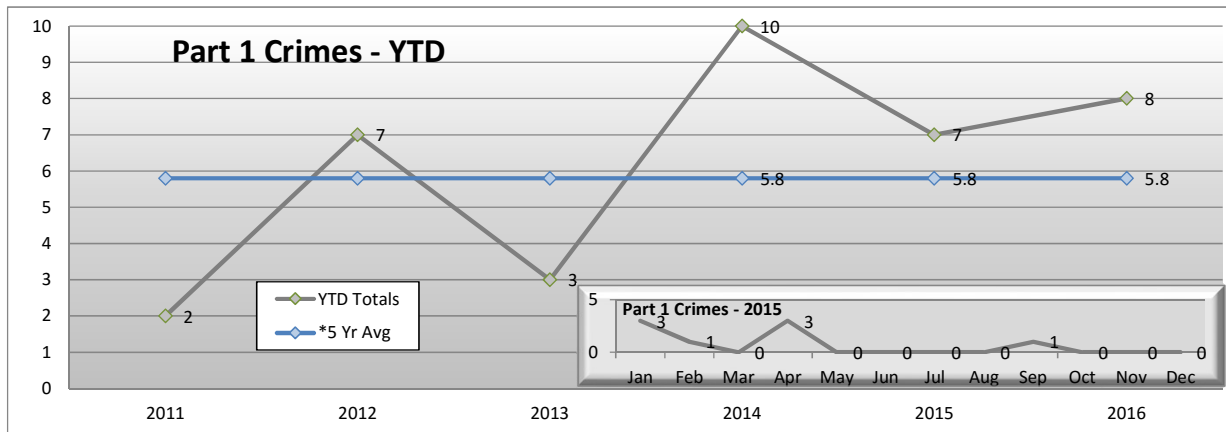
FARE ENFORCEMENT

	Sep	YTD
Ridership	388,036	3,462,141
Contacts	10,441	60,638
% of Patrons Inspected	2.69	1.75
Boardings	0	468
Ride	0	0
Fare Warning	0	29

Silver Line Highlights

The Silver Line had 1 more part 1 crime, which is a 14% increase from the same period last year.

Part 1 crimes per 1,000,000 riders were up from the same period last year.



*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

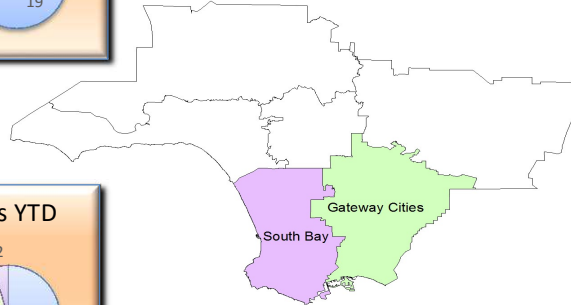
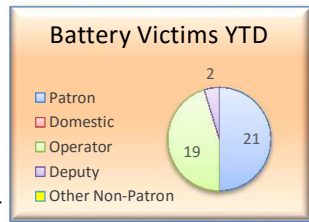
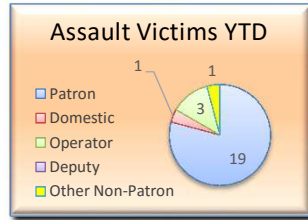
South Bus Patrol

REPORTED CRIME

PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	0
Robbery	1	22
Agg Assault	7	21
Agg Assault on Op	1	3
Burglary	0	0
Grand Theft	1	17
Petty Theft	0	20
Motor Vehicle Theft	1	3
Burg/Theft From Vehicle	3	9
Arson	0	1
SUB-TOTAL	14	96
Selected Part 2 Crimes		
Battery	3	23
Battery Bus Operator	2	19
Sex Offenses	1	7
Weapons	0	8
Narcotics	0	8
Trespassing	0	1
Vandalism	5	30
SUB-TOTAL	11	96
TOTAL	25	192

Part 1 Crimes per Sector

Sector	Sep	YTD
Gateway Cities	3	21
South Bay	11	75
Total	14	96



ARRESTS

Type	Sep	YTD
Felony	5	73
Misdemeanor	16	258
TOTAL	21	331

CITATIONS

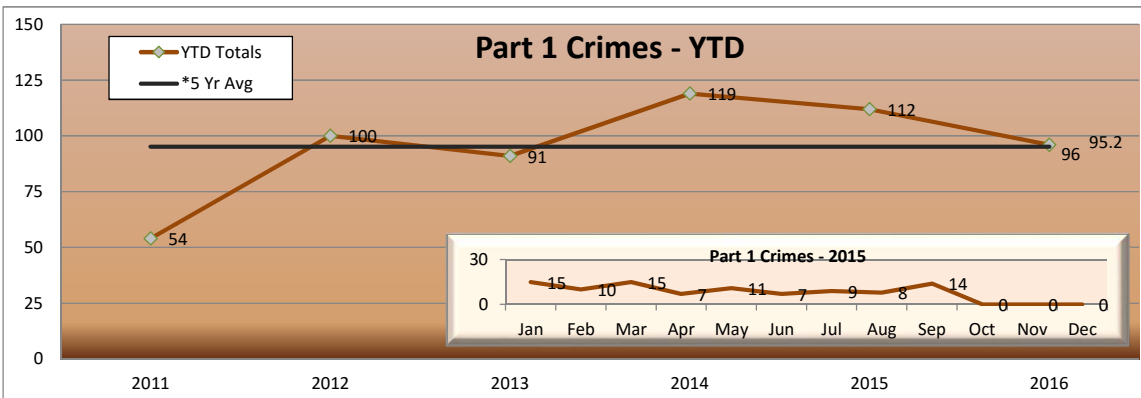
Type	Sep	YTD
Fare Evasion Citations	10	122
Other Citations	3	29
Vehicle Code Citations	6	82
TOTAL	19	233

CALLS FOR SERVICE

TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	25	8.0	149	8.3
Priority	149	16.6	1,426	16.3
Routine	99	29.2	796	32.2
Total	273	20.4	2,371	21.1

FARE ENFORCEMENT*

*South Bus Fare Enforcement data is combined with North Bus.



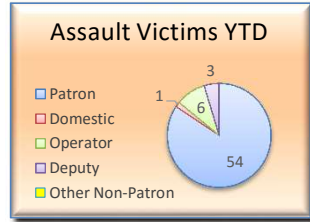
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Highlights

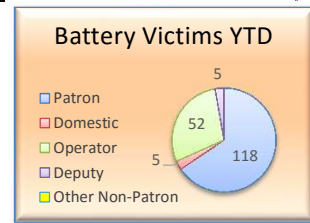
The South bus Lines had 16 less part 1 crime, which is a 14% decrease from the same period last year.

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	2
Robbery	3	34
Agg Assault	10	58
Agg Assault on Op	2	6
Burglary	0	2
Grand Theft	3	62
Petty Theft	7	58
Motor Vehicle Theft	0	3
Burg/Theft From Vehicle	1	5
Arson	0	1
SUB-TOTAL	26	231
Selected Part 2 Crimes		
Battery	6	128
Battery Bus Operator	2	52
Sex Offenses	2	37
Weapons	0	10
Narcotics	6	26
Trespassing	1	3
Vandalism	5	89
SUB-TOTAL	22	345
TOTAL	48	576



Part 1 Crimes per Sector		
Sector	Sep	YTD
San Gabriel	2	15
Westside	4	16
San Fernando	1	21
Central	19	179
Total	26	231

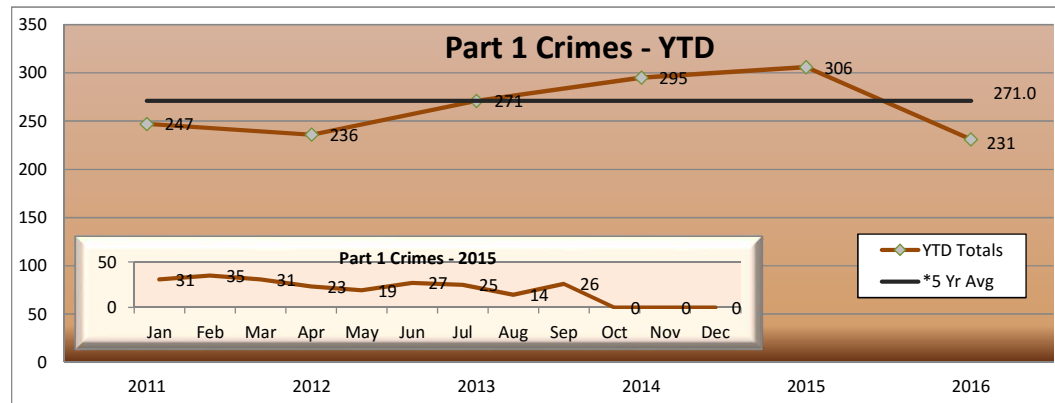


ARRESTS		
Type	Sep	YTD
Felony	9	109
Misdemeanor	44	501
TOTAL	53	610

CITATIONS		
Type	Sep	YTD
Fare Evasion Citations	21	283
Other Citations	24	151
Vehicle Code Citations	877	9,295
TOTAL	922	9,729

CALLS FOR SERVICE				
TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	31	8.6	377	8.4
Priority	397	15.7	3,944	16.5
Routine	277	27.8	2,561	28.6
Total	705	20.1	6,882	20.5

FARE ENFORCEMENT		
	Sep	YTD
Ridership*	24,393,723	222,340,912
Contacts	913	13,240
% of Patrons Inspected	0.00	0.01
Boardings	2,107	30,789
Rides	837	11,903
Fare Warning	370	3,749

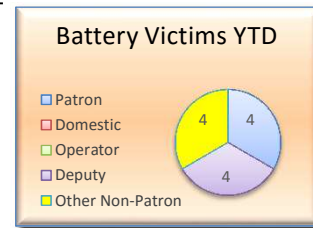
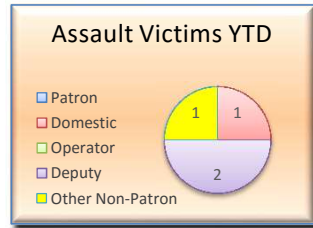


North Bus Highlights
 The North Bus Lines had 75 less part 1 crimes, which is a 25% decrease from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Union Station

REPORTED CRIME		
PART 1 CRIMES	Sep	YTD
Homicide	0	0
Rape	0	1
Robbery	1	2
Agg Assault	0	4
Agg Assault on Op	0	0
Burglary	0	4
Grand Theft	1	4
Petty Theft	0	12
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	0
Arson	0	1
SUB-TOTAL	2	29
Selected Part 2 Crimes		
Battery	2	12
Battery Bus Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	4
SUB-TOTAL	2	17
TOTAL	4	46



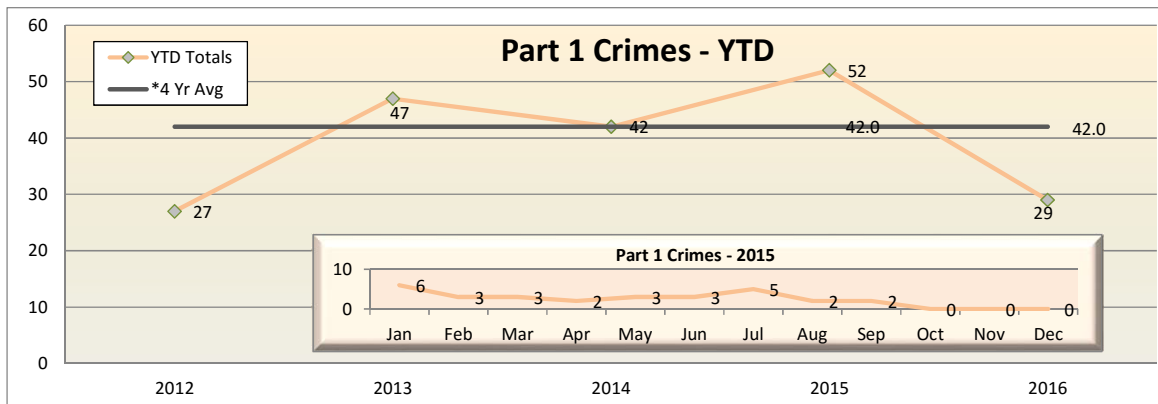
Part 1 Crimes at Union Station		
Side	Sep	YTD
Westside	2	26
Eastside	0	3
Total	2	29



ARRESTS		
Type	Sep	YTD
Felony	0	23
Misdemeanor	9	82
TOTAL	9	105

CITATIONS		
Type	Sep	YTD
Fare Evasion Citations	6	62
Other Citations	19	221
Vehicle Code Citations	15	120
TOTAL	40	403

CALLS FOR SERVICE				
TYPE	Sep		YTD	
	Total	Avg	Total	Avg
Emergency	2	4.0	12	2.8
Priority	19	3.4	234	15.3
Routine	15	14.9	190	14.7
Total	36	8.2	436	14.7



Union Station Highlights

Union Station had 23 less part 1 crimes, which is a 44% decrease from the same period last year.

*4 yr average is based on the average of part 1 crimes from 2012 - 2015.



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TRANSIT POLICING DIVISION
 RONENE M. THOMAS, CHIEF

ALLOCATION OF LAW ENFORCEMENT SERVICES RESERVE COMPANY SERVICES September 2016

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TSB San Fernando Valley	12	40	61	21	24	22	16	53	0				249
Westside/Central Motors	161	120	155	181	189	155	109	171	0				1241
SGV Volunteer Company	16	21	24	16	16	24	16	16	0				149
Blue/Green Line Sector	16	16	16	12	32	32	16	8	0				148
TOTAL	205	197	256	230	261	233	157	248	0	0	0	0	1787

*Each month, Reserve totals will display totals from the previous month because totals are not submitted until the end of each month.

The LASD reserve units are attached to regular LASD units of assignments. The reserves are there to perform the same function as any deputy. In that way, the reserves augment the force at no increase in cost. Contract agencies benefit significantly by the presence of reserves since they are directly paying for the LASD contract and do not have to pay for the additional reserve force.

*N/C = Not Complete

www.lasdreserve.org

*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*



MTA MONTHLY REPORT October 2016

Prepared by the Crime Analysis Unit



*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*

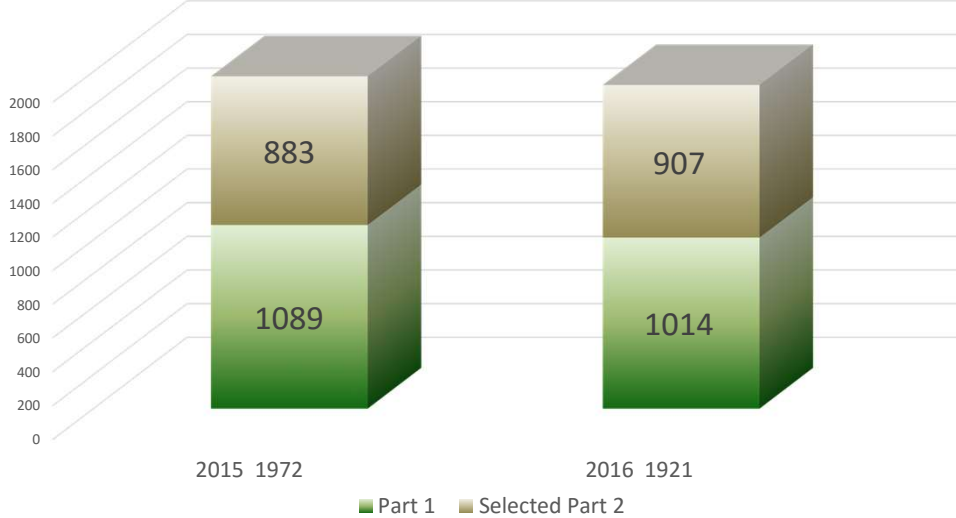
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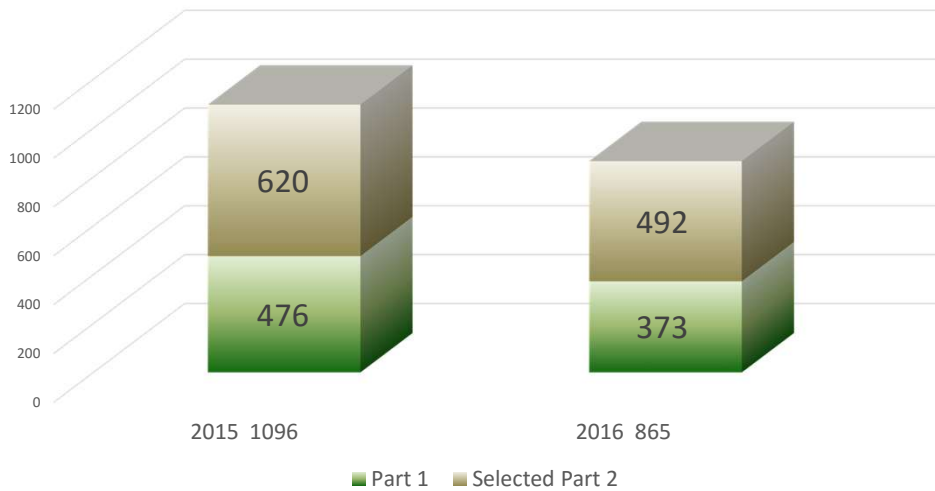
TRANSIT POLICING DIVISION - 2016

Rail Crime YTD



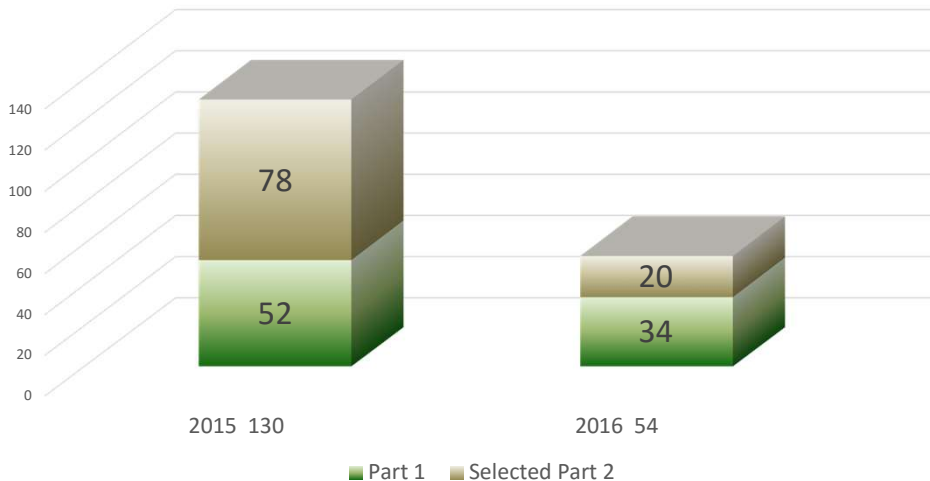
Rail Part 1 Crime
DOWN -6.9%
from last year
Rail Part 2 Crime
UP 2.7%
from last year
Total Rail Crime
DOWN -2.6%
from last year

Bus Crime YTD



Bus Part 1 Crime
DOWN -21.6%
from last year
Bus Part 2 Crime
DOWN -20.6%
from last year
Total Bus Crime
DOWN -21.1%
from last year

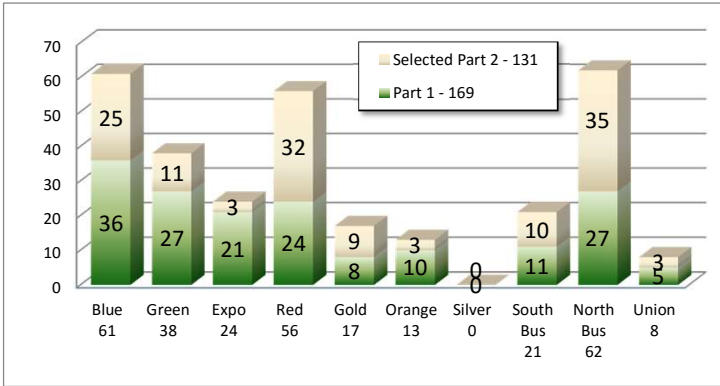
Union Station Crime YTD



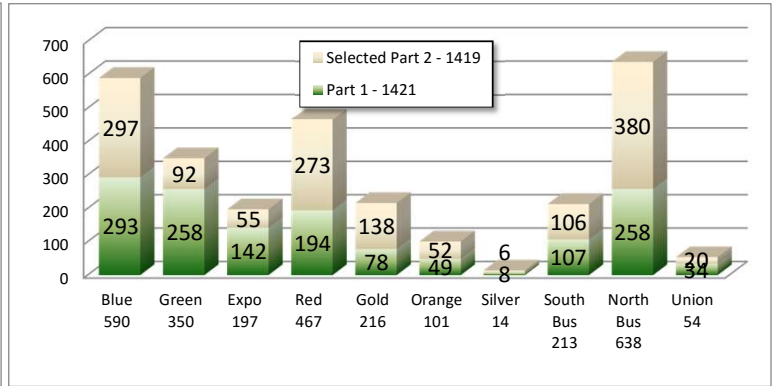
Union Station Part 1 Crime
DOWN -34.6%
from last year
Union Station Part 2 Crime
DOWN -74.4%
from last year
Total Union Station Crime
DOWN -58.5%
from last year

TRANSIT POLICING DIVISION - 2016

Oct Crimes - 300



YTD Crimes - 2840

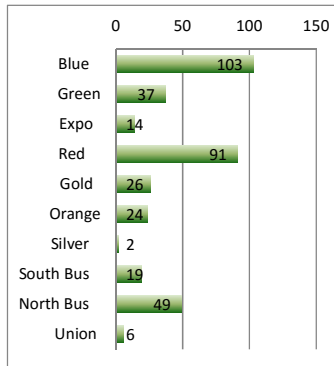


Part 1 Crimes per 1,000,000 Riders

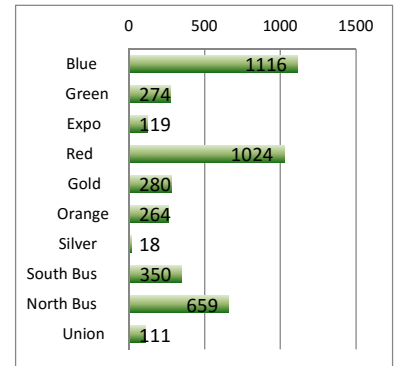
	2016 Jan - Oct	2015 Jan - Oct	2014 Jan - Oct	2013 Jan - Oct
Blue	14.0 ↓	15.2	13.4	14.6
Green	27.9 ↑	25.0	25.3	24.6
Expo	13.5 ↓	15.1	13.0	20.1
Red	5.1 ↓	5.3	4.7	4.5
Gold	5.7 ↓	12.1	5.4	6.4
Orange	7.5 ↓	7.6	7.6	6.8
Silver	2.1 ↓	2.7	3.1	1.3
Bus	1.5 ↓	1.7	1.7	1.4

Arrow indicates an increase or decrease from last year.

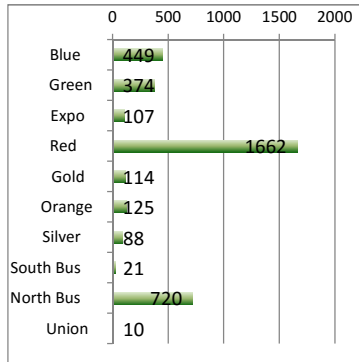
Oct Arrests - 371



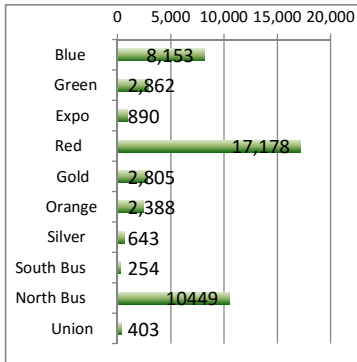
YTD Arrests - 4215



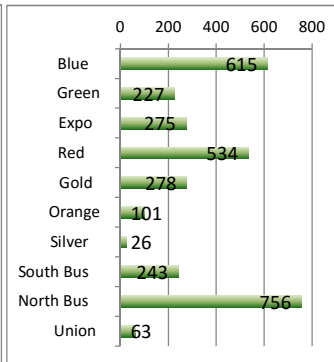
Oct Citations - 3670



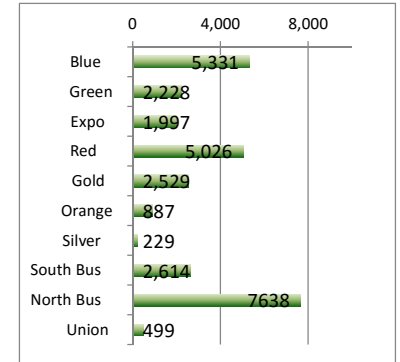
YTD Citations - 46025



Oct Calls For Service - 3118



YTD Calls For Service - 28978



SATURATION RATE

October	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	2,067,748	890,604	1,209,744	3,840,548	1,429,208	687,122	10,124,974
Contacts	67,750	112,613	40,245	210,852	107,122	58,683	597,265
%Passengers Inspected	3.28%	12.64%	3.33%	5.49%	7.50%	8.54%	5.90%
Boardings	0	0	0	0	0	0	0
Rides	203	247	0	371	0	0	821
Fare Warnings	0	0	0	0	0	0	0

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	20,982,178	9,262,644	10,545,500	38,166,044	13,713,444	6,537,325	99,207,135
YTD Contacts*	1,319,749	1,303,548	555,286	2,449,752	1,335,620	682,241	7,646,196
%Passengers Inspected	6.29%	14.07%	5.27%	6.42%	9.74%	10.44%	7.71%
Boardings	0	0	0	0	0	57	57
Rides	904	293	155	1,334	0	19	2,705
Fare Warnings	0	0	0	0	0	5	5

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

Part 1 Crimes have decreased by 12% from Jan - Oct 2016 compared to Jan - Oct 2015.

All rail lines had a decrease in part 1 crimes per 1,000,000 riders except the Green Line.

Overall, buses had a decrease in part 1 crimes per 1,000,000 riders from the same period last year.

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	13	6	5	4	9	13	9	11	9	12	0	0	91
Agg Assault	2	5	7	0	9	4	7	6	3	7	0	0	50
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	7	3	9	3	4	6	4	4	8	3	0	0	51
Petty Theft	3	4	8	6	3	8	5	8	5	6	0	0	56
GTA	1	0	4	3	1	2	3	1	2	3	0	0	20
BTFV	3	3	1	0	2	4	2	3	1	5	0	0	24
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	21	34	17	28	37	30	33	28	36	0	0	293

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	2	0	0	0	2
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	8	3	8	6	11	11	9	11	5	5	0	0	77
Agg Assault	6	1	2	2	3	0	2	6	0	2	0	0	24
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	9	1	2	7	3	5	3	2	2	7	0	0	41
Petty Theft	1	7	5	4	7	5	7	1	1	3	0	0	41
GTA	4	5	3	0	2	8	10	1	1	5	0	0	39
BTFV	2	2	2	5	1	7	7	0	1	5	0	0	32
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	32	19	22	24	27	36	38	21	12	27	0	0	258

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	6	3	2	6	3	4	3	4	4	0	0	35
Agg Assault	0	2	1	2	1	1	4	2	0	4	0	0	17
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	6	0	2	3	0	2	3	6	4	0	0	30
Petty Theft	2	0	0	0	2	5	4	16	18	8	0	0	55
GTA	0	0	1	0	0	0	0	0	1	0	0	0	2
BTFV	0	0	1	0	0	0	0	1	0	1	0	0	3
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	14	6	6	12	9	14	25	29	21	0	0	142

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	6	4	2	5	3	3	5	7	1	11	0	0	47
Agg Assault	4	8	2	3	4	7	9	2	5	5	0	0	49
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Theft	2	3	3	5	4	2	5	4	3	3	0	0	34
Petty Theft	6	5	3	10	2	10	4	1	10	4	0	0	55
GTA	1	0	1	0	0	2	0	1	0	1	0	0	6
BTFV	0	0	0	0	0	0	1	0	0	0	0	0	1
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	11	23	13	24	24	15	20	24	0	0	194

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	0	1	0	0	0	1	0	1	0	0	5
Agg Assault	2	0	0	0	0	1	3	0	1	0	0	0	7
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Theft	1	0	0	1	1	1	0	0	0	2	0	0	6
Petty Theft	1	0	4	3	2	4	2	2	4	3	0	0	25
GTA	0	0	1	1	2	0	0	0	2	0	0	0	6
BTFV	5	0	9	4	3	2	1	1	0	2	0	0	27
Arson	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	10	1	14	10	8	9	6	5	7	8	0	0	78

* Part 1 Crimes are calculated in accordance with the FBI Uniform Crime Report standards.
 Homicides, Rapes, and Aggravated Assaults are counted by the number of victims.

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	1	1	0	0	0	1	0	0	4
Agg Assault	0	0	1	1	3	3	1	3	0	0	0	0	12
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Theft	1	0	0	1	0	0	0	0	0	1	0	0	3
Petty Theft	1	2	1	0	1	4	0	1	0	5	0	0	15
GTA	0	0	1	1	0	2	0	1	0	2	0	0	7
BTFV	0	0	0	0	0	0	0	1	5	1	0	0	7
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	3	5	10	1	6	6	10	0	0	49

Silver Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	2	1	0	1	0	0	0	0	0	0	0	0	4
Agg Assault	1	0	0	1	0	0	0	0	1	0	0	0	3
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	1	0	0	0	0	0	0	0	0	1
Petty Theft	0	0	0	0	0	0	0	0	0	0	0	0	0
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	0	3	0	0	0	0	1	0	0	0	8

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	4	4	1	2	1	3	4	2	1	5	0	0	27
Agg Assault	2	3	3	0	1	1	1	3	7	2	0	0	23
Agg Assault on Op	0	0	0	0	1	0	0	1	1	0	0	0	3
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	2	6	2	1	2	2	0	1	1	0	0	18
Petty Theft	5	0	4	2	6	0	1	2	0	3	0	0	23
GTA	2	0	0	0	0	0	0	0	1	0	0	0	3
BTFV	1	1	1	1	1	0	1	0	3	0	0	0	9
Arson	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	15	10	15	7	11	7	9	8	14	11	0	0	107

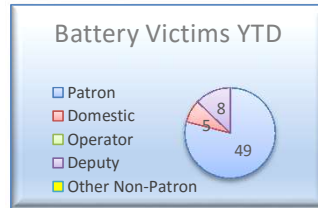
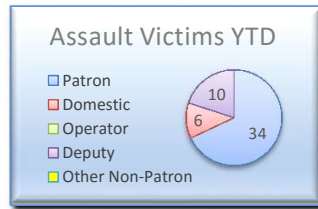
North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	2	0	0	0	0	0	0	2
Robbery	6	5	3	1	5	1	7	3	3	8	0	0	42
Agg Assault	6	7	5	8	5	9	3	5	10	6	0	0	64
Agg Assault on Op	0	1	1	0	0	1	0	1	2	0	0	0	6
Burglary	0	0	2	0	0	0	0	0	0	1	0	0	3
Grand Theft	14	9	6	9	5	7	8	1	3	9	0	0	71
Petty Theft	5	11	10	5	4	6	7	3	7	2	0	0	60
GTA	0	1	0	0	0	1	0	1	0	0	0	0	3
BTFV	0	1	3	0	0	0	0	0	1	0	0	0	5
Arson	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	31	35	31	23	19	27	25	14	26	27	0	0	258

Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	1	0	0	0	0	0	0	0	0	0	0	1
Robbery	0	0	0	0	0	0	1	0	1	0	0	0	2
Agg Assault	1	0	0	0	2	0	1	0	0	1	0	0	5
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	2	1	1	0	0	0	0	0	0	0	0	0	4
Grand Theft	0	0	0	0	0	1	2	0	1	0	0	0	4
Petty Theft	3	1	2	2	0	2	1	1	0	4	0	0	16
GTA	0	0	0	0	0	0	0	1	0	0	0	0	1
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	6	3	3	2	3	3	5	2	2	5	0	0	34

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	2	0	0	0	3
Rape	2	1	0	0	0	2	0	0	0	0	0	0	5
Robbery	41	30	22	22	36	35	39	38	24	47	0	0	334
Agg Assault	24	26	21	17	28	26	31	27	27	27	0	0	254
Agg Assault on Op	0	1	1	0	1	1	0	2	3	0	0	0	9
Burglary	2	1	3	0	0	1	0	0	2	1	0	0	10
Grand Theft	39	24	26	31	21	24	26	14	24	30	0	0	259
Petty Theft	27	30	37	32	27	44	31	35	45	38	0	0	346
GTA	8	6	11	5	5	15	13	6	7	11	0	0	87
BTFV	11	7	17	10	7	13	12	6	11	14	0	0	108
Arson	1	0	1	0	1	1	0	1	0	1	0	0	6
Total	155	126	139	118	126	162	152	129	145	169	0	0	1421

BLUE LINE

REPORTED CRIME		
PART 1 CRIMES	Oct	YTD
Homicide	0	1
Rape	0	0
Robbery	12	91
Agg Assault	7	50
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	3	51
Petty Theft	6	56
Motor Vehicle Theft	3	20
Burg/Theft From Vehicle	5	24
Arson	0	0
SUB-TOTAL	36	293
Selected Part 2 Crimes		
Battery	6	62
Battery Rail Operator	0	0
Sex Offenses	1	14
Weapons	3	31
Narcotics	11	86
Trespassing	0	56
Vandalism	4	48
SUB-TOTAL	25	297
TOTAL	61	590



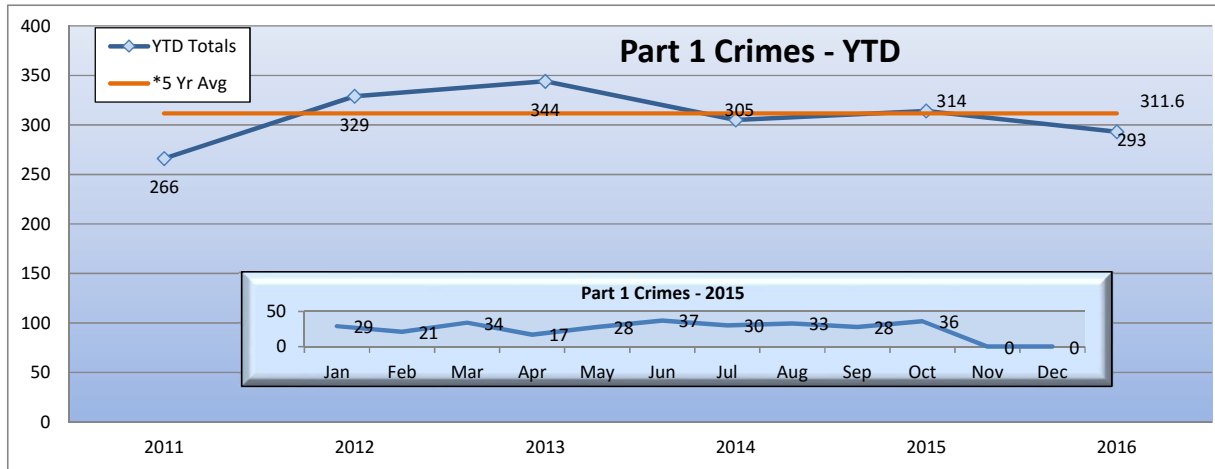
Part 1 Crimes per Station		
Station	Oct	YTD
7th/Metro	0	14
Pico	1	6
Grand	1	5
San Pedro	2	6
Washington	1	4
Vernon	0	7
Slauson	2	14
Florence	3	20
Firestone	1	19
103rd St	0	10
Willowbrook	5	35
Compton	2	19
Artesia	3	21
Del Amo	4	33
Wardlow	2	13
Willow	4	16
PCH	1	23
Anaheim	0	10
5th St	2	5
1st St	0	1
Transit Mall	2	10
Pacific	0	2
Rail Yard	0	0
Total	36	293

ARRESTS		
Type	Oct	YTD
Felony	25	283
Misdemeanor	78	833
TOTAL	103	1,116

CITATIONS		
Type	Oct	YTD
Fare Evasion Citations	264	5,472
Other Citations	72	1,071
Vehicle Code Citations	113	1,610
TOTAL	449	8,153

CALLS FOR SERVICE				
TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	56	5.0	463	5.9
Priority	311	12.7	2,673	13.7
Routine	248	27.7	2,195	22.1
Total	615	18.0	5,331	16.5

FARE ENFORCEMENT		
	Oct	YTD
Ridership	2,067,748	20,982,178
Contacts	67,750	1,319,749
% of Patrons Inspected	3.28	6.29
Boardings	0	0
Ride	203	904
Fare Warning	0	0



Blue Line Highlights

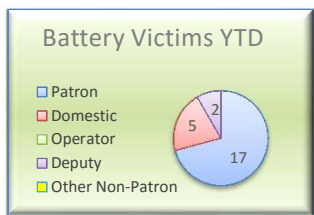
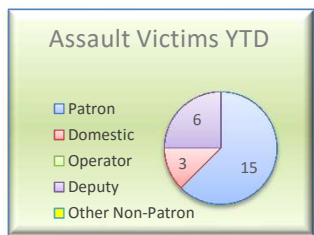
The Blue Line had 21 less part 1 crimes, which is a 7% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GREEN LINE

REPORTED CRIME		
PART 1 CRIMES	Oct	YTD
Homicide	0	2
Rape	0	1
Robbery	5	77
Agg Assault	2	24
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	7	41
Petty Theft	3	41
Motor Vehicle Theft	5	39
Burg/Theft From Vehicle	5	32
Arson	0	1
SUB-TOTAL	27	258
Selected Part 2 Crimes		
Battery	2	24
Battery Rail Operator	0	0
Sex Offenses	0	3
Weapons	2	6
Narcotics	3	26
Trespassing	1	3
Vandalism	3	30
SUB-TOTAL	11	92
TOTAL	38	350



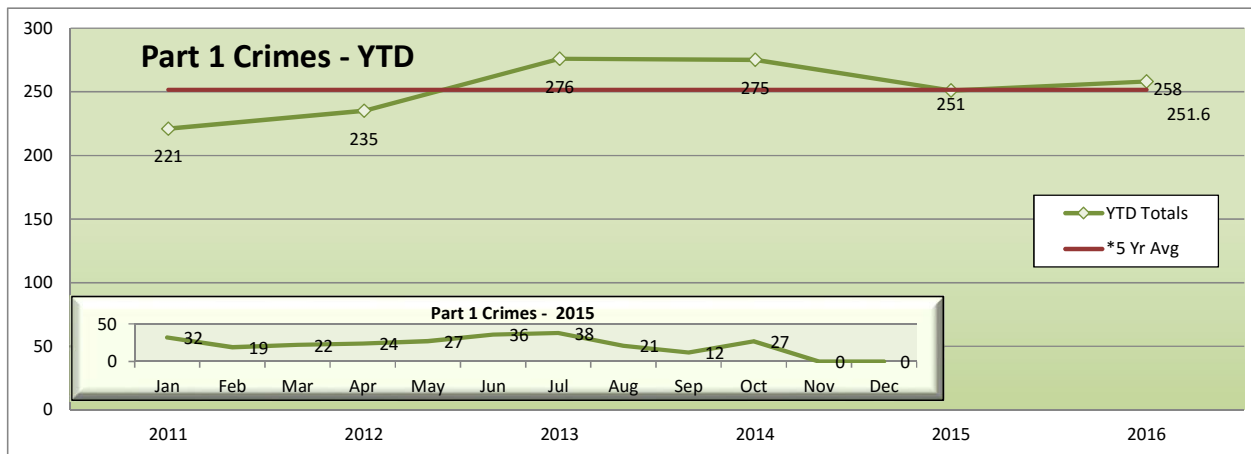
Part 1 Crimes per Station		
Station	Oct	YTD
Redondo Beach	2	5
Douglas	0	3
El Segundo	2	9
Mariposa	0	4
Aviation	4	16
Hawthorne	3	18
Crenshaw	0	16
Vermont	1	24
Harbor	2	43
Avalon	2	23
Willowbrook	3	25
Long Beach	6	45
Lakewood	2	13
Norwalk	0	14
Total	27	258

ARRESTS		
Type	Oct	YTD
Felony	8	78
Misdemeanor	29	196
TOTAL	37	274

CITATIONS		
Type	Oct	YTD
Fare Evasion Citations	220	1,274
Other Citations	37	267
Vehicle Code Citations	117	1,321
TOTAL	374	2,862

CALLS FOR SERVICE				
TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	9	7.7	155	6.0
Priority	99	13.8	902	12.0
Routine	119	22.3	1171	19.8
Total	227	18.1	2228	15.7

FARE ENFORCEMENT		
	Oct	YTD
Ridership	890,604	9,262,644
Contacts	112,613	1,303,548
% of Patrons Inspected	12.64	14.07
Boardings	0	0
Ride	247	293
Fare Warning	0	0



Green Line Highlights

The Green Line had 7 more part 1 crimes, which is a 3% increase from the same period last year.

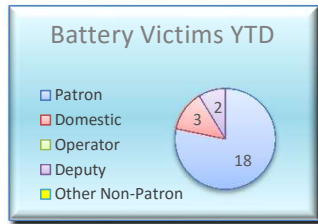
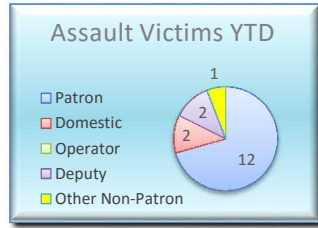
Part 1 crimes per 1,000,000 riders were up from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	0
Robbery	4	35
Agg Assault	4	17
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	4	30
Petty Theft	8	55
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	1	3
Arson	0	0
SUB-TOTAL	21	142
Selected Part 2 Crimes		
Battery	3	23
Battery Rail Operator	0	0
Sex Offenses	0	6
Weapons	0	1
Narcotics	0	10
Trespassing	0	4
Vandalism	0	11
SUB-TOTAL	3	55
TOTAL	24	197



Part 1 Crimes per Station

Station	Oct	YTD
7th/Metro	1	2
Pico	0	4
23rd St	2	9
Jefferson/USC	0	4
Expo/USC	1	1
Expo/Vermont	1	5
Expo/Western	1	7
Expo/Crenshaw	2	7
Farmdale	1	16
La Brea	3	11
La Cienega	0	6
Culver City	0	31
Palms	0	2
Expo/Westwood	1	4
Expo/Sepulveda	1	6
Expo/Bundy	2	9
26th St /Bergamot	0	3
17th St/SMC	1	4
D/T Santa Monica	4	10
Expo Rail Yard	0	1
Total	21	142

ARRESTS

Type	Oct	YTD
Felony	2	29
Misdemeanor	12	90
TOTAL	14	119

CITATIONS

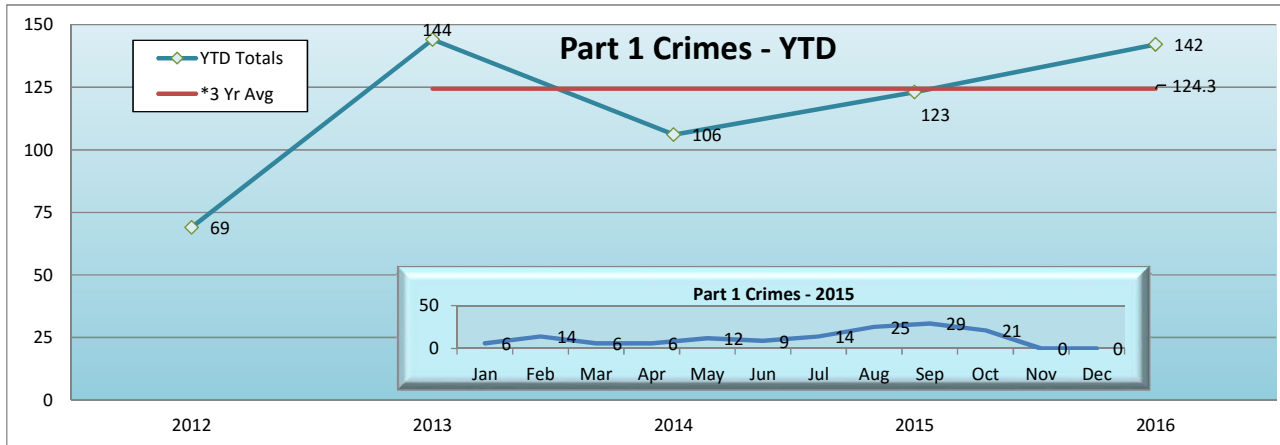
Type	Oct	YTD
Fare Evasion Citations	60	341
Other Citations	2	52
Vehicle Code Citations	45	497
TOTAL	107	890

CALLS FOR SERVICE

TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	13	4.1	117	4.9
Priority	128	12.5	1029	15.6
Routine	134	23.4	851	22.4
Total	275	17.4	1997	16.8

FARE ENFORCEMENT

	Oct	YTD
Ridership	1,209,744	10,545,500
Contacts	40,245	555,286
% of Patrons Inspected	3.33	5.27
Boardings	0	0
Ride	0	155
Fare Warning	0	0



Expo Line Highlights

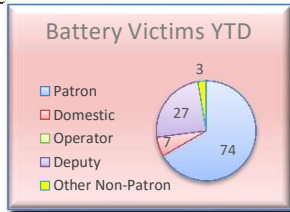
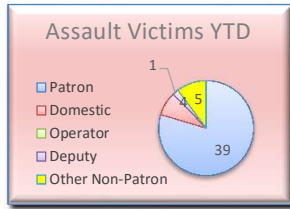
The Expo Line had 19 more part 1 crime, which is a 15% increase from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

*Expo line opened in April 2012, so a 3 yr average from 2013 - 2015 is calculated.

RED LINE

REPORTED CRIME		
PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	1
Robbery	11	47
Agg Assault	5	49
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	3	34
Petty Theft	4	55
Motor Vehicle Theft	1	6
Burg/Theft From Vehicle	0	1
Arson	0	0
SUB-TOTAL	24	194
Selected Part 2 Crimes		
Battery	12	111
Battery Rail Operator	0	0
Sex Offenses	6	26
Weapons	1	9
Narcotics	5	65
Trespassing	2	35
Vandalism	6	27
SUB-TOTAL	32	273
TOTAL	56	467



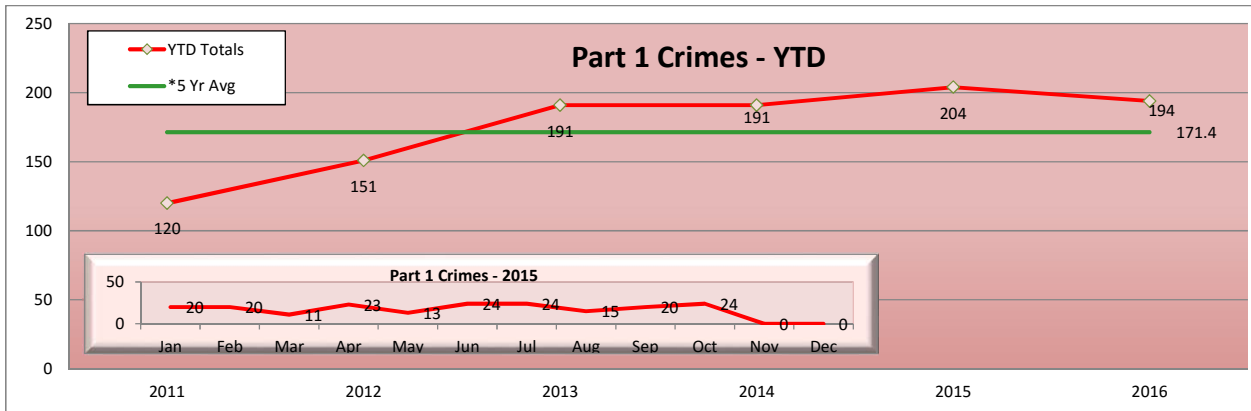
Part 1 Crimes per Station		
Station	Oct	YTD
Union Station	2	16
Civic Center	0	6
Pershing Square	3	16
7th/Metro	0	8
Westlake	4	25
Wilshire/Vermont	2	16
Wilshire/Normandie	0	1
Vermont/Beverly	2	8
Wilshire/Western	0	11
Vermont/Santa Monica	2	10
Vermont/Sunset	0	5
Hollywood/Western	0	6
Hollywood/Vine	2	11
Hollywood/Highland	2	12
Universal	1	10
North Hollywood	4	32
Red Line Rail Yard	0	1
Total	24	194

ARRESTS		
Type	Oct	YTD
Felony	15	216
Misdemeanor	76	808
TOTAL	91	1024

CITATIONS		
Type	Oct	YTD
Fare Evasion Citations	1,380	13,959
Other Citations	83	1,206
Vehicle Code Citations	199	2,013
TOTAL	1,662	17,178

CALLS FOR SERVICE				
TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	18	5.8	276	6.1
Priority	250	16.1	2623	15.2
Routine	266	25.6	2127	24.5
Total	534	20.5	5026	18.7

FARE ENFORCEMENT		
	Oct	YTD
Ridership	3,840,548	38,166,044
Contacts	210,852	2,449,752
% of Patrons Inspected	5.49	6.42
Boardings	0	0
Ride	371	1,334
Fare Warning	0	0



RED Line Highlights

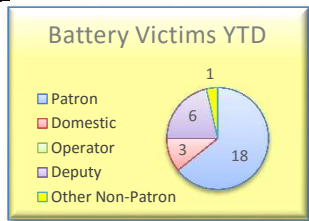
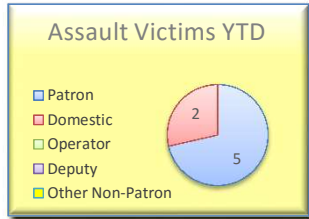
The Red Line had 10 less part 1 crimes which is a 5% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down compared to the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GOLD LINE

REPORTED CRIME		
PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	0
Robbery	1	5
Agg Assault	0	7
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	2	6
Petty Theft	3	25
Motor Vehicle Theft	0	6
Burg/Theft From Vehicle	2	27
Arson	0	1
SUB-TOTAL	8	78
Selected Part 2 Crimes		
Battery	0	28
Battery Rail Operator	0	0
Sex Offenses	2	11
Weapons	1	2
Narcotics	1	16
Trespassing	0	38
Vandalism	5	43
SUB-TOTAL	9	138
TOTAL	17	216



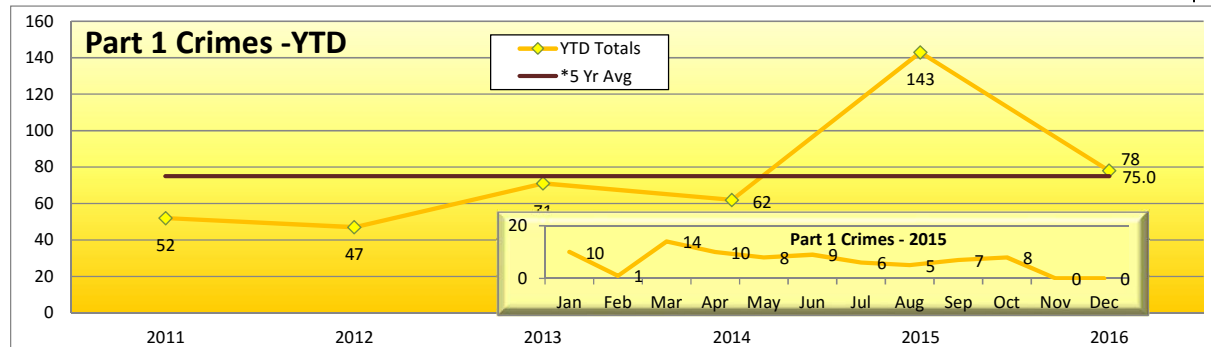
Part 1 Crimes per Station		
Station	Oct	YTD
APU/Citrus College	2	6
Azusa Downtown	0	1
Irwindale	1	3
Duarte	0	2
Monrovia	0	3
Arcadia	0	5
Sierra Madre	0	3
Allen	0	4
Lake	0	1
Memorial Park	1	2
Del Mar	0	0
Fillmore	0	0
South Pasadena	0	1
Highland Park	1	2
SW Museum	0	0
Heritage Square	0	2
Lincoln Heights	2	17
Chinatown	0	3
Union Station	0	0
Little Tokyo	0	0
Pico/Aliso	1	1
Mariachi	0	0
Soto	0	4
Indiana	0	5
Maravilla	0	0
East La	0	0
Atlantic	0	13
Total	8	78

ARRESTS		
Type	Oct	YTD
Felony	7	38
Misdemeanor	19	242
TOTAL	26	280

CITATIONS		
Type	Oct	YTD
Fare Evasion Citations	24	1,537
Other Citations	6	172
Vehicle Code Citations	84	1,096
TOTAL	114	2,805

CALLS FOR SERVICE				
TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	13	4.3	135	6.4
Priority	129	13.7	1325	14.9
Routine	136	20.5	1069	23.1
Total	278	16.6	2529	17.9

FARE ENFORCEMENT		
	Oct	YTD
Ridership	1,429,208	13,713,444
Contacts	107,122	1,335,620
% of Patrons Inspected	7.50	9.74
Boardings	0	0
Ride	0	0
Fare Warning	0	0



*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

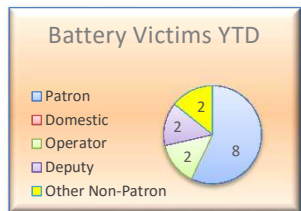
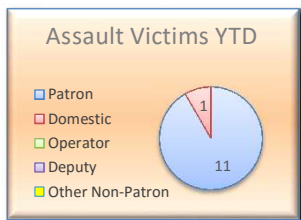
Gold Line Highlights

The Gold Line had 65 less part 1 crimes, which is a 45% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

ORANGE LINE

REPORTED CRIME		
PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	0
Robbery	1	4
Agg Assault	0	12
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	1	3
Petty Theft	5	15
Motor Vehicle Theft	2	7
Burg/Theft From Vehicle	1	7
Arson	0	0
SUB-TOTAL	10	49
Selected Part 2 Crimes		
Battery	2	12
Battery Bus Operator	0	2
Sex Offenses	0	6
Weapons	0	1
Narcotics	1	23
Trespassing	0	0
Vandalism	0	8
SUB-TOTAL	3	52
TOTAL	13	101



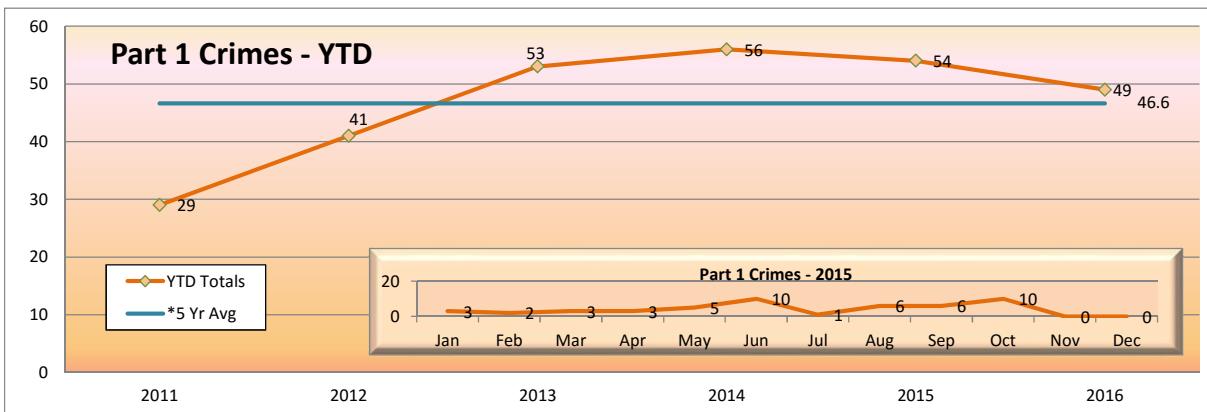
Part 1 Crimes per Station		
Station	Oct	YTD
North Hollywood	2	7
Laurel Canyon	0	2
Valley College	0	0
Woodman	0	3
Van Nuys	0	3
Sepulveda	1	3
Woodley	1	1
Balboa	1	7
Reseda	2	5
Tampa	0	1
Pierce College	0	4
De Soto	0	0
Canoga	0	3
Warner Center	0	1
Sherman Way	1	4
Roscoe	0	1
Nordhoff	0	0
Chatsworth	2	4
Total	10	49

ARRESTS		
Type	Oct	YTD
Felony	3	33
Misdemeanor	21	231
TOTAL	24	264

CITATIONS		
Type	Oct	YTD
Fare Evasion Citations	61	1,573
Other Citations	9	97
Vehicle Code Citations	55	718
TOTAL	125	2,388

CALLS FOR SERVICE				
TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	3	13.7	52	9.7
Priority	54	14.1	522	14.4
Routine	44	24.9	313	30.0
Total	101	18.8	887	19.6

FARE ENFORCEMENT		
	Oct	YTD
Ridership	687,122	6,537,325
Contacts	58,683	682,241
% of Patrons Inspected	8.54	10.44
Boardings	0	57
Ride	0	19
Fare Warning	0	5



Orange Line Highlights

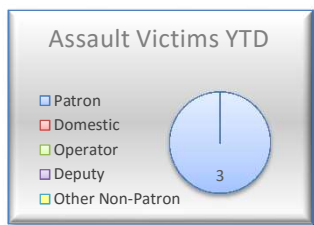
The Orange Line had 5 less part 1 crimes, which is a 9% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

SILVER LINE

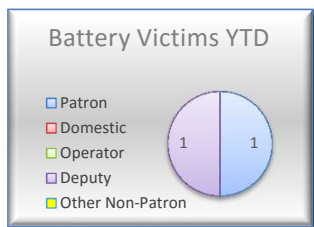
REPORTED CRIME

PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	0	0
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	0	8
Selected Part 2 Crimes		
Battery	0	2
Battery Bus Operator	0	0
Sex Offenses	0	3
Weapons	0	1
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	0	6
TOTAL	0	14



Part 1 Crimes per Station

Station	Oct	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	1
Alameda	0	0
Downtown	0	1
37th St/USC	0	0
Slauson	0	2
Manchester	0	1
Harbor Fwy	0	3
Rosecrans	0	0
Harbor/Gateway	0	0
Total	0	8



ARRESTS

Type	Oct	YTD
Felony	0	3
Misdemeanor	0	15
TOTAL	0	18

CITATIONS

Type	Oct	YTD
Fare Evasion Citations	5	36
Other Citations	15	242
Vehicle Code Citations	68	365
TOTAL	88	643

CALLS FOR SERVICE

TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	2	6.5	13	4.8
Priority	10	14.0	112	13.0
Routine	14	21.7	104	23.3
Total	26	17.6	229	17.2

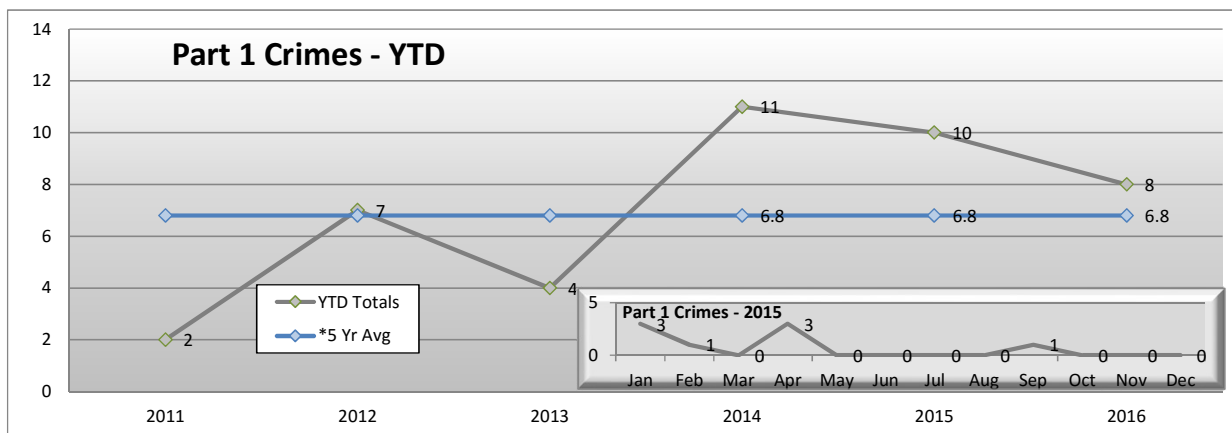
FARE ENFORCEMENT

	Oct	YTD
Ridership	382,710	3,844,851
Contacts	8,518	69,156
% of Patrons Inspected	2.23	1.80
Boardings	132	600
Ride	19	19
Fare Warning	6	35

Silver Line Highlights

The Silver Line had 2 less part 1 crime, which is a 20% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.



*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

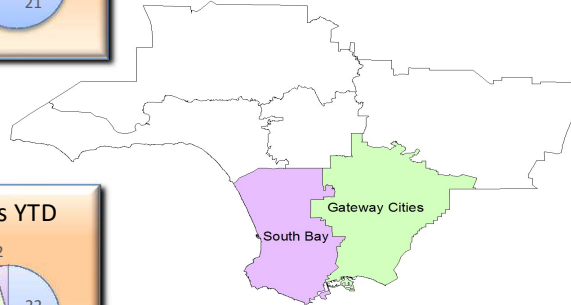
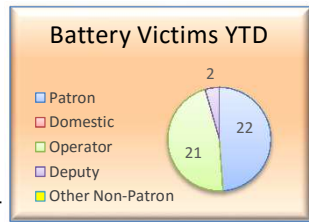
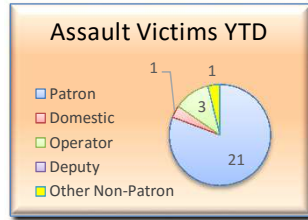
South Bus Patrol

REPORTED CRIME

PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	0
Robbery	5	27
Agg Assault	2	23
Agg Assault on Op	0	3
Burglary	0	0
Grand Theft	1	18
Petty Theft	3	23
Motor Vehicle Theft	0	3
Burg/Theft From Vehicle	0	9
Arson	0	1
SUB-TOTAL	11	107
Selected Part 2 Crimes		
Battery	1	24
Battery Bus Operator	2	21
Sex Offenses	1	8
Weapons	0	8
Narcotics	1	9
Trespassing	0	1
Vandalism	5	35
SUB-TOTAL	10	106
TOTAL	21	213

Part 1 Crimes per Sector

Sector	Oct	YTD
Gateway Cities	0	21
South Bay	11	86
Total	11	107



ARRESTS

Type	Oct	YTD
Felony	2	75
Misdemeanor	17	275
TOTAL	19	350

CITATIONS

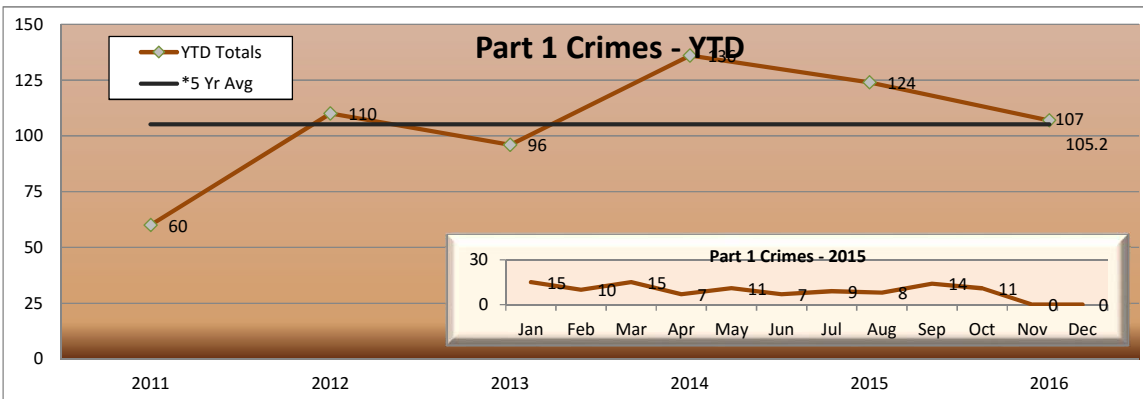
Type	Oct	YTD
Fare Evasion Citations	5	127
Other Citations	0	29
Vehicle Code Citations	16	98
TOTAL	21	254

CALLS FOR SERVICE

TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	11	7.8	160	8.3
Priority	136	16.3	1,562	16.3
Routine	96	39.7	892	33.0
Total	243	25.2	2,614	21.5

FARE ENFORCEMENT*

*South Bus Fare Enforcement data is combined with North Bus.



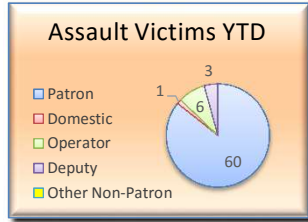
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Highlights

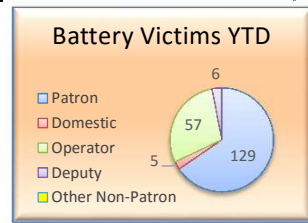
The South bus Lines had 17 less part 1 crime, which is a 14% decrease from the same period last year.

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	2
Robbery	8	42
Agg Assault	6	64
Agg Assault on Op	0	6
Burglary	1	3
Grand Theft	9	71
Petty Theft	2	60
Motor Vehicle Theft	0	3
Burg/Theft From Vehicle	0	5
Arson	1	2
SUB-TOTAL	27	258
Selected Part 2 Crimes		
Battery	12	140
Battery Bus Operator	5	57
Sex Offenses	4	41
Weapons	0	10
Narcotics	8	34
Trespassing	0	3
Vandalism	6	95
SUB-TOTAL	35	380
TOTAL	62	638



Part 1 Crimes per Sector		
Sector	Oct	YTD
San Gabriel	1	16
Westside	4	20
San Fernando	1	22
Central	21	200
Total	27	258

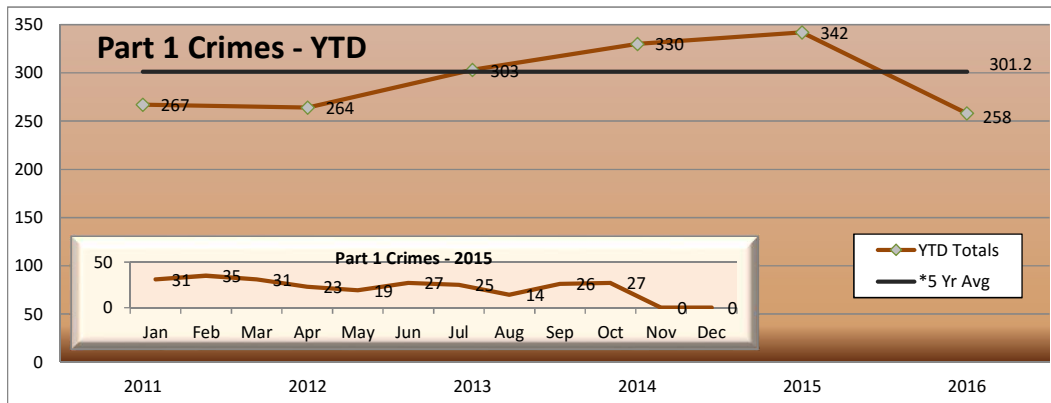


ARRESTS		
Type	Oct	YTD
Felony	9	118
Misdemeanor	40	541
TOTAL	49	659

CITATIONS		
Type	Oct	YTD
Fare Evasion Citations	7	290
Other Citations	7	158
Vehicle Code Citations	706	10,001
TOTAL	720	10,449

CALLS FOR SERVICE				
TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	35	8.4	412	8.4
Priority	377	14.7	4,321	16.3
Routine	344	27.1	2,905	28.4
Total	756	20.1	7,638	20.5

FARE ENFORCEMENT		
	Oct	YTD
Ridership*	24,461,801	246,802,713
Contacts	712	13,952
% of Patrons Inspected	0.00	0.01
Boardings	1,815	32,604
Rides	232	12,135
Fare Warning	264	4,013

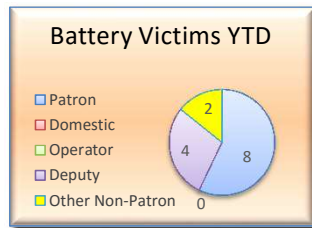
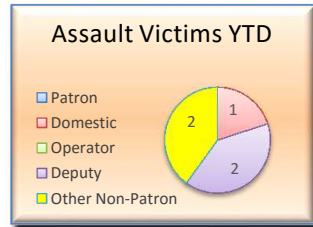


North Bus Highlights
The North Bus Lines had 84 less part 1 crimes, which is a 25% decrease from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Union Station

REPORTED CRIME		
PART 1 CRIMES	Oct	YTD
Homicide	0	0
Rape	0	1
Robbery	0	2
Agg Assault	1	5
Agg Assault on Op	0	0
Burglary	0	4
Grand Theft	0	4
Petty Theft	4	16
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	0
Arson	0	1
SUB-TOTAL	5	34
Selected Part 2 Crimes		
Battery	2	14
Battery Bus Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	1	1
Trespassing	0	0
Vandalism	0	4
SUB-TOTAL	3	20
TOTAL	8	54



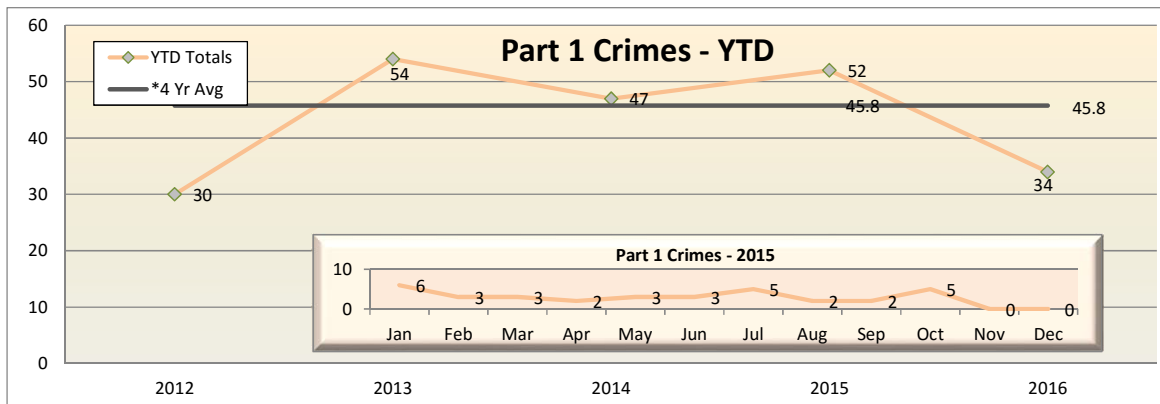
Part 1 Crimes at Union Station		
Side	Oct	YTD
Westside	5	31
Eastside	0	3
Total	5	34



ARRESTS		
Type	Oct	YTD
Felony	1	24
Misdemeanor	5	87
TOTAL	6	111

CITATIONS		
Type	Oct	YTD
Fare Evasion Citations	2	64
Other Citations	8	229
Vehicle Code Citations	0	120
TOTAL	10	413

CALLS FOR SERVICE				
TYPE	Oct		YTD	
	Total	Avg	Total	Avg
Emergency	1	0.0	13	2.6
Priority	27	3.8	261	14.1
Routine	35	10.8	225	13.8
Total	63	7.6	499	13.7



*4 yr average is based on the average of part 1 crimes from 2012 - 2015.

Union Station Highlights

Union Station had 18 less part 1 crimes, which is a 35% decrease from the same period last year.



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TRANSIT POLICING DIVISION
 RONENE M. THOMAS, CHIEF

**ALLOCATION OF LAW ENFORCEMENT SERVICES
 RESERVE COMPANY SERVICES
 October 2016**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TSB San Fernando Valley	12	40	61	21	24	22	16	53	0	61			310
Westside/Central Motors	161	120	155	181	189	155	109	171	0	231			1472
SGV Volunteer Company	16	21	24	16	16	24	16	16	0	20			169
Blue/Green Line Sector	16	16	16	12	32	32	16	8	0	18			166
TOTAL	205	197	256	230	261	233	157	248	0	330	0	0	2117

*Each month, Reserve totals will display totals from the previous month because totals are not submitted until the end of each month.

The LASD reserve units are attached to regular LASD units of assignments. The reserves are there to perform the same function as any deputy. In that way, the reserves augment the force at no increase in cost. Contract agencies benefit significantly by the presence of reserves since they are directly paying for the LASD contract and do not have to pay for the additional reserve force.

*N/C = Not Complete

www.lasdreserve.org

*LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF*



**MTA
MONTHLY REPORT
November 2016**

Prepared by the Crime Analysis Unit



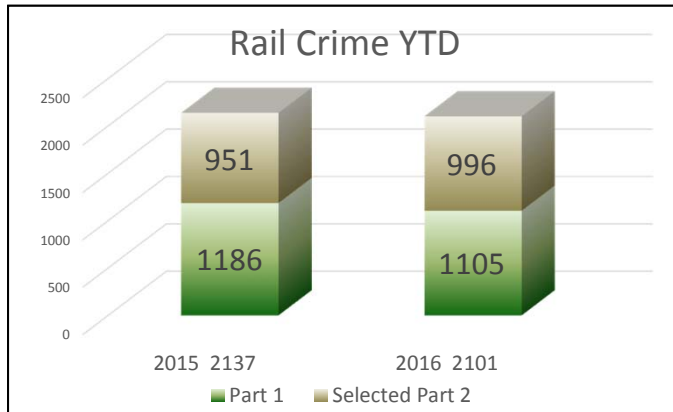
LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
TRANSIT POLICING DIVISION
RONENE M. THOMAS, CHIEF

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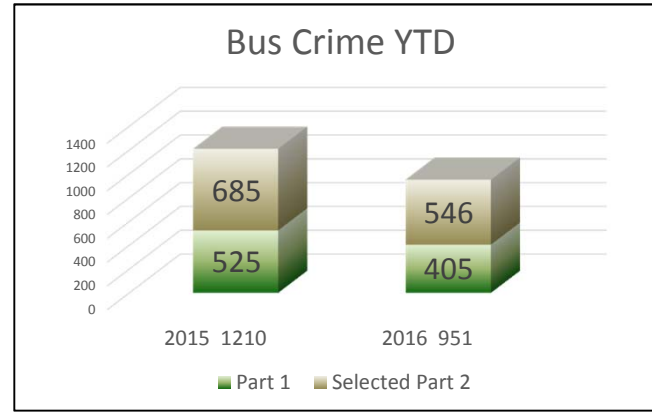
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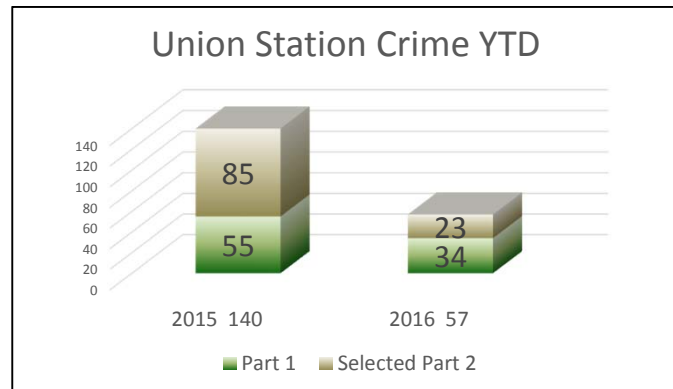
TRANSIT POLICING DIVISION SUMMARY - 2016



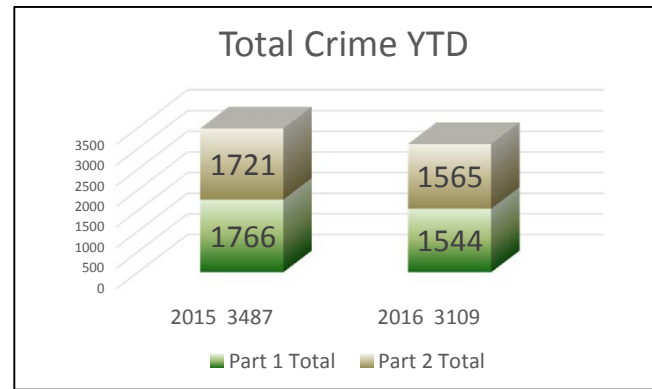
Rail Part 1 Crime	Down	-6.8%	from last year
Rail Sel Part 2 Crime	Up	4.7%	from last year
Total Rail Crime	Down	-1.7%	from last year



Bus Part 1 Crime	Down	-22.9%	from last year
Bus Sel Part 2 Crime	Down	-20.3%	from last year
Total Bus Crime	Down	-21.4%	from last year



U/S Part 1 Crime	Down	-38.2%	from last year
U/S Sel Part 2 Crime	Down	-72.9%	from last year
Total U/S Crime	Down	-59.3%	from last year

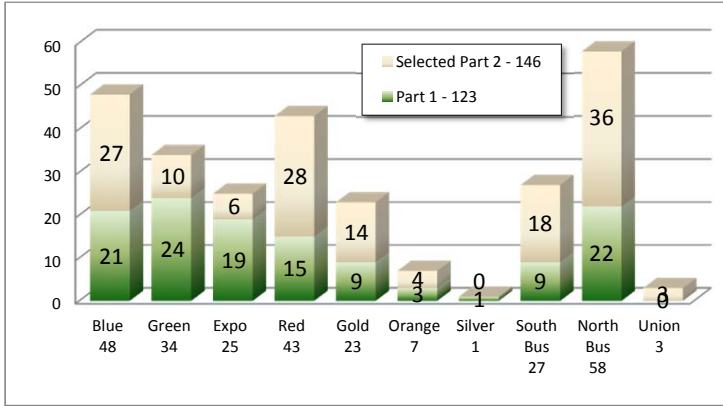


Total Part 1 Crime	Down	-12.6%	from last year
Total Sel Part 2 Crime	Down	-9.1%	from last year
Total Crime	Down	-10.8%	from last year

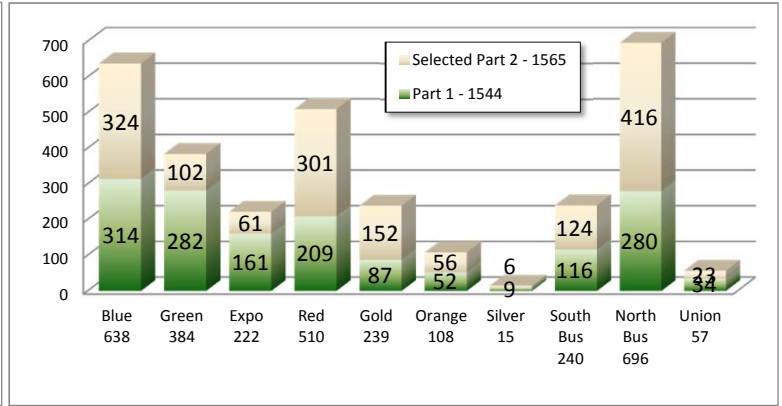
Part 1 Crimes: Homicide, Rape, Robbery, Aggravated Assault, Burglary, Theft, Grand Theft Auto, Arson
 Selected Part 2 Crimes: Battery, Sex Offenses, Weapons, Narcotics, Trespassing, Vandalism

TRANSIT POLICING DIVISION SUMMARY - 2016

Nov Crimes - 269



YTD Crimes - 3109

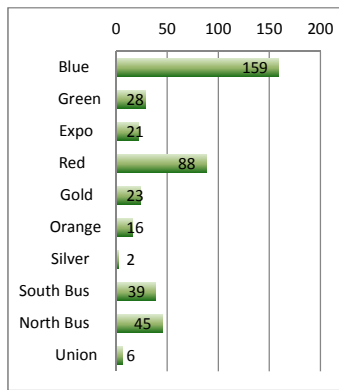


Part 1 Crimes per 1,000,000 Riders

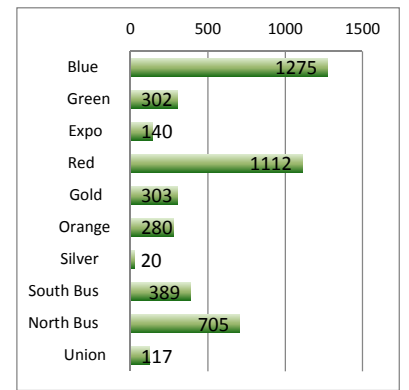
	2016 Jan - Nov	2015 Jan - Nov	2014 Jan - Nov	2013 Jan - Nov
Blue	13.7 ↓	15.1	13.3	14.9
Green	27.9 ↑	24.6	25.4	24.8
Expo	13.6 ↓	14.9	14.7	19.6
Red	5.0 ↓	5.4	4.8	4.3
Gold	5.8 ↓	11.9	5.6	6.0
Orange	7.2 ↓	7.5	7.8	7.2
Silver	2.1 ↓	2.5	3.1	2.0
Bus	1.5 ↓	1.8	1.7	1.4

Arrow indicates an increase or decrease from last year.

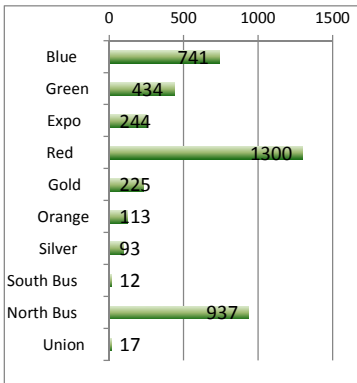
Nov Arrests - 427



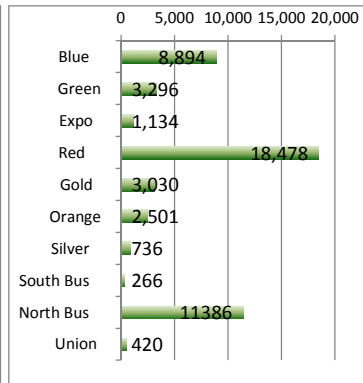
YTD Arrests - 4643



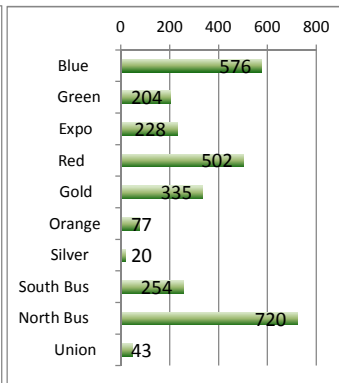
Nov Citations - 4116



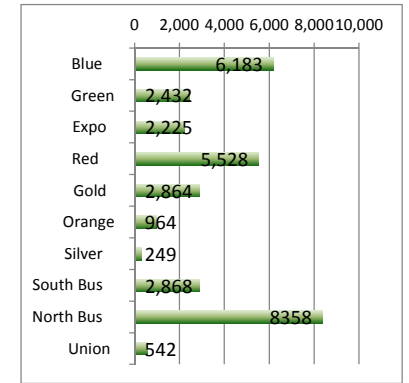
YTD Citations - 50141



Nov Calls For Service - 2959



YTD Calls For Service - 32213



SATURATION RATE

November	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
Ridership	1,998,231	852,752	1,302,590	3,794,191	1,396,425	643,061	9,987,250
Contacts	78,193	88,213	33,545	174,972	105,081	38,630	518,634
%Passengers Inspected	3.91%	10.34%	2.58%	4.61%	7.53%	6.01%	5.19%
Boardings	0	0	0	0	0	0	0
Rides	273	223	154	807	432	0	1,889
Fare Warnings	0	0	0	0	0	0	0

YTD	BLUE	GREEN	EXPO	RED	GOLD	ORG	TOTAL
YTD Ridership	22,980,409	10,115,396	11,848,090	41,960,235	15,109,869	7,180,386	109,194,385
YTD Contacts*	1,398,468	1,391,761	588,831	2,624,724	1,440,701	720,871	8,165,356
%Passengers Inspected	6.09%	13.76%	4.97%	6.26%	9.53%	10.04%	7.48%
Boardings	0	0	0	0	0	57	57
Rides	2,170	1,971	1,084	6,426	432	19	12,102
Fare Warnings	0	0	0	0	0	5	5

* Contacts are calculated by adding MPV checks and citations.

System-Wide Highlights

Part 1 Crimes have decreased by 13% from Jan - Nov 2016 compared to Jan - Nov 2015.

All rail lines had a decrease in part 1 crimes per 1,000,000 riders except the Green Line.

Overall, buses had a decrease in part 1 crimes per 1,000,000 riders from the same period last year.

*Part 1 Crimes by Month - Rail

Blue Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	1
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	13	6	5	4	9	13	9	11	9	12	4	0	95
Agg Assault	2	5	7	0	9	4	7	6	3	7	0	0	50
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Theft	7	3	9	3	4	6	4	4	8	3	5	0	56
Petty Theft	3	4	8	6	3	8	5	8	5	6	5	0	61
GTA	1	0	4	3	1	2	3	1	2	3	4	0	24
BTFV	3	3	1	0	2	4	2	3	1	5	2	0	26
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	21	34	17	28	37	30	33	28	36	21	0	314

Green Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	2	0	0	0	2
Rape	1	0	0	0	0	0	0	0	0	0	1	0	2
Robbery	8	3	8	6	11	11	9	11	5	5	10	0	87
Agg Assault	6	1	2	2	3	0	2	6	0	2	1	0	25
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	9	1	2	7	3	5	3	2	2	7	2	0	43
Petty Theft	1	7	5	4	7	5	7	1	1	3	2	0	43
GTA	4	5	3	0	2	8	10	1	1	5	6	0	45
BTFV	2	2	2	5	1	7	7	0	1	5	2	0	34
Arson	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	32	19	22	24	27	36	38	21	12	27	24	0	282

Expo Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	6	3	2	6	3	4	3	4	4	6	0	41
Agg Assault	0	2	1	2	1	1	4	2	0	4	1	0	18
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	4	6	0	2	3	0	2	3	6	4	6	0	36
Petty Theft	2	0	0	0	2	5	4	16	18	8	6	0	61
GTA	0	0	1	0	0	0	0	0	1	0	0	0	2
BTFV	0	0	1	0	0	0	0	1	0	1	0	0	3
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	14	6	6	12	9	14	25	29	21	19	0	161

Red Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	0	0	0	0	0	0	0	0	1
Robbery	6	4	2	5	3	3	5	7	1	11	2	0	49
Agg Assault	4	8	2	3	4	7	9	2	5	5	5	0	54
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Theft	2	3	3	5	4	2	5	4	3	3	2	0	36
Petty Theft	6	5	3	10	2	10	4	1	10	4	5	0	60
GTA	1	0	1	0	0	2	0	1	0	1	0	0	6
BTFV	0	0	0	0	0	0	1	0	0	0	1	0	2
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	11	23	13	24	24	15	20	24	15	0	209

Gold Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	0	1	0	0	0	1	0	1	0	0	5
Agg Assault	2	0	0	0	0	1	3	0	1	0	0	0	7
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Theft	1	0	0	1	1	1	0	0	0	2	0	0	6
Petty Theft	1	0	4	3	2	4	2	2	4	3	3	0	28
GTA	0	0	1	1	2	0	0	0	2	0	5	0	11
BTFV	5	0	9	4	3	2	1	1	0	2	1	0	28
Arson	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	10	1	14	10	8	9	6	5	7	8	9	0	87

* Part 1 Crimes are calculated in accordance with the FBI Uniform Crime Report standards. Homicides, Rapes, and Aggravated Assaults are counted by the number of victims.

Part 1 Crimes by Month - Bus

Orange Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	0	0	0	1	1	0	0	0	1	0	0	4
Agg Assault	0	0	1	1	3	3	1	3	0	0	0	0	12
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Theft	1	0	0	1	0	0	0	0	0	1	2	0	5
Petty Theft	1	2	1	0	1	4	0	1	0	5	1	0	16
GTA	0	0	1	1	0	2	0	1	0	2	0	0	7
BTFV	0	0	0	0	0	0	0	1	5	1	0	0	7
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	3	5	10	1	6	6	10	3	0	52

Silver Line	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	2	1	0	1	0	0	0	0	0	0	0	0	4
Agg Assault	1	0	0	1	0	0	0	0	1	0	0	0	3
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	0	0	0	1	0	0	0	0	0	0	0	0	1
Petty Theft	0	0	0	0	0	0	0	0	0	0	1	0	1
GTA	0	0	0	0	0	0	0	0	0	0	0	0	0
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	0	3	0	0	0	0	1	0	1	0	9

South Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	4	4	1	2	1	3	4	2	1	5	5	0	32
Agg Assault	2	3	3	0	1	1	1	3	7	2	2	0	25
Agg Assault on Op	0	0	0	0	1	0	0	1	1	0	0	0	3
Burglary	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Theft	1	2	6	2	1	2	2	0	1	1	1	0	19
Petty Theft	5	0	4	2	6	0	1	2	0	3	1	0	24
GTA	2	0	0	0	0	0	0	0	1	0	0	0	3
BTFV	1	1	1	1	1	0	1	0	3	0	0	0	9
Arson	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	15	10	15	7	11	7	9	8	14	11	9	0	116

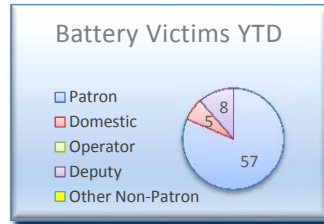
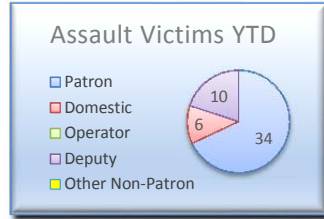
North Bus	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	0	0	0	0	2	0	0	0	0	0	0	2
Robbery	6	5	3	1	5	1	7	3	3	8	4	0	46
Agg Assault	6	7	5	8	5	9	3	5	10	6	4	0	68
Agg Assault on Op	0	1	1	0	0	1	0	1	2	0	1	0	7
Burglary	0	0	2	0	0	0	0	0	0	1	0	0	3
Grand Theft	14	9	6	9	5	7	8	1	3	9	10	0	81
Petty Theft	5	11	10	5	4	6	7	3	7	2	3	0	63
GTA	0	1	0	0	0	1	0	1	0	0	0	0	3
BTFV	0	1	3	0	0	0	0	0	1	0	0	0	5
Arson	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	31	35	31	23	19	27	25	14	26	27	22	0	280

Union Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	0	1	0	0	0	0	0	0	0	0	0	0	1
Robbery	0	0	0	0	0	0	1	0	1	0	0	0	2
Agg Assault	1	0	0	0	2	0	1	0	0	1	0	0	5
Agg Assault on Op	0	0	0	0	0	0	0	0	0	0	0	0	0
Burglary	2	1	1	0	0	0	0	0	0	0	0	0	4
Grand Theft	0	0	0	0	0	1	2	0	1	0	0	0	4
Petty Theft	3	1	2	2	0	2	1	1	0	4	0	0	16
GTA	0	0	0	0	0	0	0	1	0	0	0	0	1
BTFV	0	0	0	0	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	6	3	3	2	3	3	5	2	2	5	0	0	34

Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Homicide	0	0	0	1	0	0	0	0	2	0	0	0	3
Rape	2	1	0	0	0	2	0	0	0	0	1	0	6
Robbery	41	30	22	22	36	35	39	38	24	47	31	0	365
Agg Assault	24	26	21	17	28	26	31	27	27	27	13	0	267
Agg Assault on Op	0	1	1	0	1	1	0	2	3	0	1	0	10
Burglary	2	1	3	0	0	1	0	0	2	1	1	0	11
Grand Theft	39	24	26	31	21	24	26	14	24	30	28	0	287
Petty Theft	27	30	37	32	27	44	31	35	45	38	27	0	373
GTA	8	6	11	5	5	15	13	6	7	11	15	0	102
BTFV	11	7	17	10	7	13	12	6	11	14	6	0	114
Arson	1	0	1	0	1	1	0	1	0	1	0	0	6
Total	155	126	139	118	126	162	152	129	145	169	123	0	1544

BLUE LINE

REPORTED CRIME		
PART 1 CRIMES	Nov	YTD
Homicide	0	1
Rape	0	0
Robbery	4	95
Agg Assault	0	50
Agg Assault on Op	0	0
Burglary	1	1
Grand Theft	5	56
Petty Theft	5	61
Motor Vehicle Theft	4	24
Burg/Theft From Vehicle	2	26
Arson	0	0
SUB-TOTAL	21	314
Selected Part 2 Crimes		
Battery	8	70
Battery Rail Operator	0	0
Sex Offenses	2	16
Weapons	2	33
Narcotics	11	97
Trespassing	1	57
Vandalism	3	51
SUB-TOTAL	27	324
TOTAL	48	638



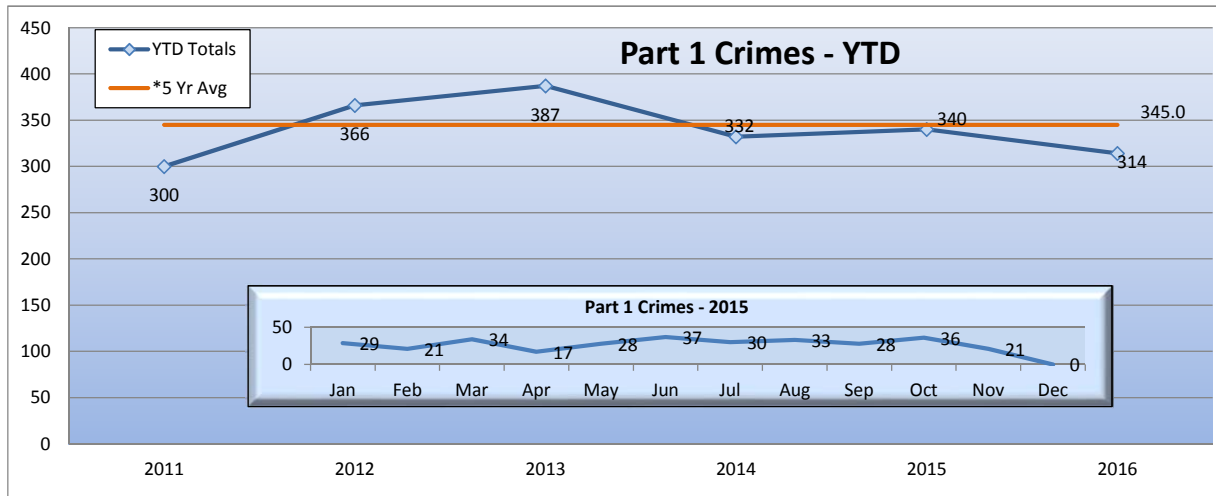
Part 1 Crimes per Station		
Station	Nov	YTD
7th/Metro	0	14
Pico	0	6
Grand	1	6
San Pedro	0	6
Washington	0	4
Vernon	2	9
Slauson	2	16
Florence	2	22
Firestone	2	21
103rd St	1	11
Willowbrook	3	38
Compton	0	19
Artesia	2	23
Del Amo	1	34
Wardlow	1	14
Willow	3	19
PCH	0	23
Anaheim	1	11
5th St	0	5
1st St	0	1
Transit Mall	0	10
Pacific	0	2
Rail Yard	0	0
Total	21	314

ARRESTS		
Type	Nov	YTD
Felony	32	315
Misdemeanor	127	960
TOTAL	159	1,275

CITATIONS		
Type	Nov	YTD
Fare Evasion Citations	540	6,012
Other Citations	82	1,153
Vehicle Code Citations	119	1,729
TOTAL	741	8,894

CALLS FOR SERVICE				
TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	57	6.1	521	5.9
Priority	275	11.3	3,222	12.3
Routine	244	18.0	2,440	21.7
Total	576	13.6	6,183	15.5

FARE ENFORCEMENT		
	Nov	YTD
Ridership	1,998,231	22,980,409
Contacts	78,193	1,398,468
% of Patrons Inspected	3.91	6.09
Boardings	0	0
Ride	273	2,170
Fare Warning	0	0



Blue Line Highlights

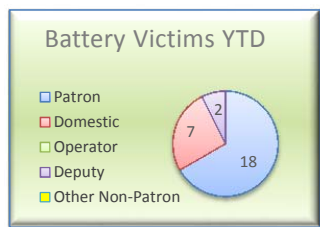
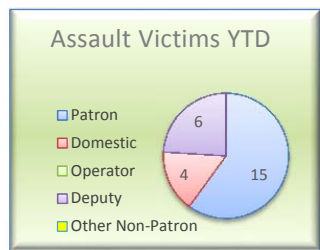
The Blue Line had 26 less part 1 crimes, which is a 8% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GREEN LINE

REPORTED CRIME		
PART 1 CRIMES	Nov	YTD
Homicide	0	2
Rape	1	2
Robbery	10	87
Agg Assault	1	25
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	2	43
Petty Theft	2	43
Motor Vehicle Theft	6	45
Burg/Theft From Vehicle	2	34
Arson	0	1
SUB-TOTAL	24	282
Selected Part 2 Crimes		
Battery	3	27
Battery Rail Operator	0	0
Sex Offenses	0	3
Weapons	0	6
Narcotics	4	30
Trespassing	0	3
Vandalism	3	33
SUB-TOTAL	10	102
TOTAL	34	384



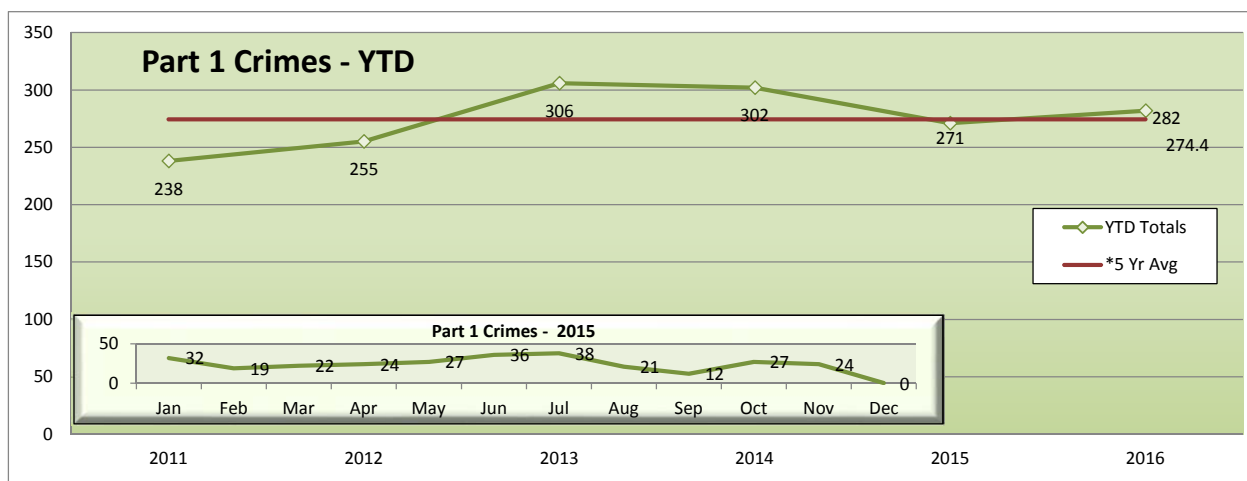
Part 1 Crimes per Station		
Station	Nov	YTD
Redondo Beach	0	5
Douglas	0	3
El Segundo	1	10
Mariposa	0	4
Aviation	0	16
Hawthorne	0	18
Crenshaw	2	18
Vermont	3	27
Harbor	3	46
Avalon	3	26
Willowbrook	4	29
Long Beach	6	51
Lakewood	1	14
Norwalk	1	15
Total	24	282

ARRESTS		
Type	Nov	YTD
Felony	10	88
Misdemeanor	18	214
TOTAL	28	302

CITATIONS		
Type	Nov	YTD
Fare Evasion Citations	279	1,553
Other Citations	44	311
Vehicle Code Citations	111	1,432
TOTAL	434	3,296

CALLS FOR SERVICE				
TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	18	4.9	173	5.9
Priority	71	9.8	973	11.8
Routine	115	23.0	1286	20.1
Total	204	16.8	2432	15.8

FARE ENFORCEMENT		
	Nov	YTD
Ridership	852,752	10,115,396
Contacts	88,213	1,391,761
% of Patrons Inspected	10.34	13.76
Boardings	0	0
Ride	223	1,971
Fare Warning	0	0



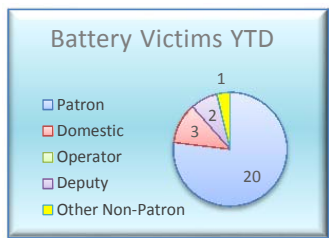
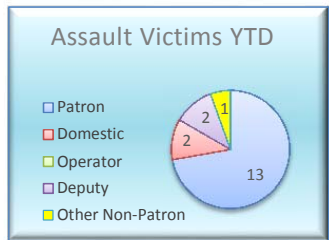
Green Line Highlights
 The Green Line had 11 more part 1 crimes, which is a 4% increase from the same period last year.
 Part 1 crimes per 1,000,000 riders were up from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

EXPO LINE

REPORTED CRIME

PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	0
Robbery	6	41
Agg Assault	1	18
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	6	36
Petty Theft	6	61
Motor Vehicle Theft	0	2
Burg/Theft From Vehicle	0	3
Arson	0	0
SUB-TOTAL	19	161
Selected Part 2 Crimes		
Battery	3	26
Battery Rail Operator	0	0
Sex Offenses	0	6
Weapons	0	1
Narcotics	2	12
Trespassing	0	4
Vandalism	1	12
SUB-TOTAL	6	61
TOTAL	25	222



Part 1 Crimes per Station

Station	Nov	YTD
7th/Metro	1	3
Pico	0	4
23rd St	0	9
Jefferson/USC	2	6
Expo/USC	0	1
Expo/Vermont	0	5
Expo/Western	0	7
Expo/Crenshaw	2	9
Farmdale	1	17
La Brea	3	14
La Cienega	3	9
Culver City	3	34
Palms	2	4
Expo/Westwood	0	4
Expo/Sepulveda	0	6
Expo/Bundy	0	9
26th St /Bergamot	1	4
17th St/SMC	0	4
D/T Santa Monica	1	11
Expo Rail Yard	0	1
Total	19	161

ARRESTS

Type	Nov	YTD
Felony	4	33
Misdemeanor	17	107
TOTAL	21	140

CITATIONS

Type	Nov	YTD
Fare Evasion Citations	119	460
Other Citations	24	76
Vehicle Code Citations	101	598
TOTAL	244	1,134

CALLS FOR SERVICE

TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	21	3.7	138	4.7
Priority	90	12.1	1119	15.3
Routine	117	32.8	968	23.6
Total	228	21.9	2225	17.3

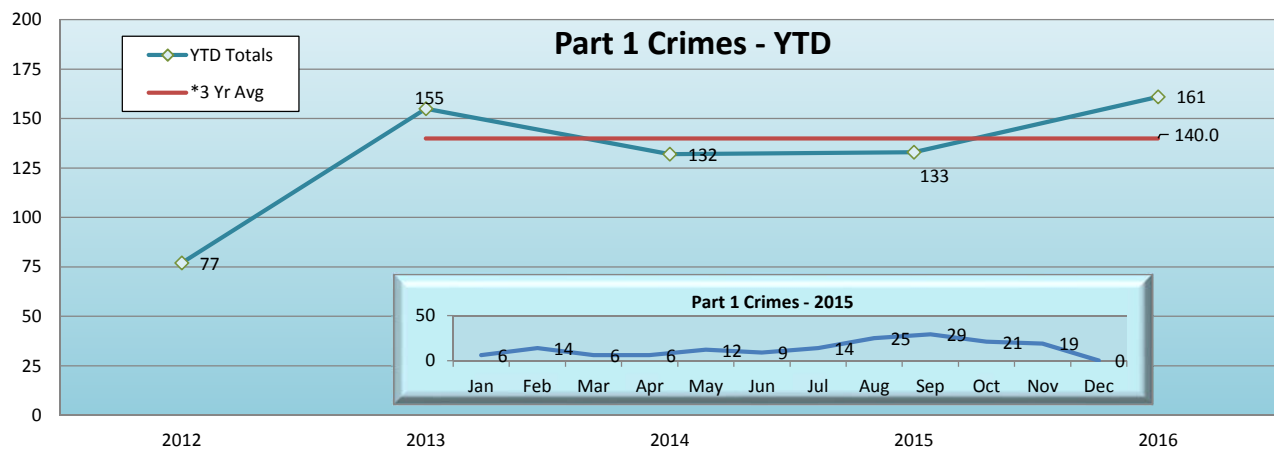
FARE ENFORCEMENT

	Nov	YTD
Ridership	1,302,590	11,848,090
Contacts	33,545	588,831
% of Patrons Inspected	2.58	4.97
Boardings	0	0
Ride	154	1,084
Fare Warning	0	0

Expo Line Highlights

The Expo Line had 19 more part 1 crime, which is a 15% increase from the same period last year.

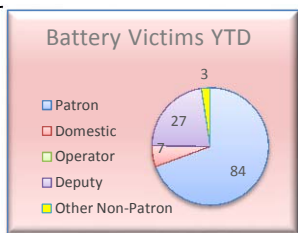
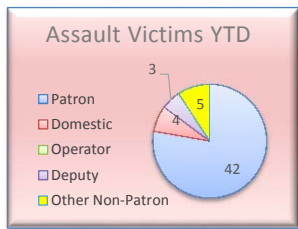
Part 1 crimes per 1,000,000 riders were down from the same period last year.



*Expo line opened in April 2012, so a 3 yr average from 2013 - 2015 is calculated.

RED LINE

REPORTED CRIME		
PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	1
Robbery	2	49
Agg Assault	5	54
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	2	36
Petty Theft	5	60
Motor Vehicle Theft	0	6
Burg/Theft From Vehicle	1	2
Arson	0	0
SUB-TOTAL	15	209
Selected Part 2 Crimes		
Battery	10	121
Battery Rail Operator	0	0
Sex Offenses	1	27
Weapons	1	10
Narcotics	8	73
Trespassing	5	40
Vandalism	3	30
SUB-TOTAL	28	301
TOTAL	43	510



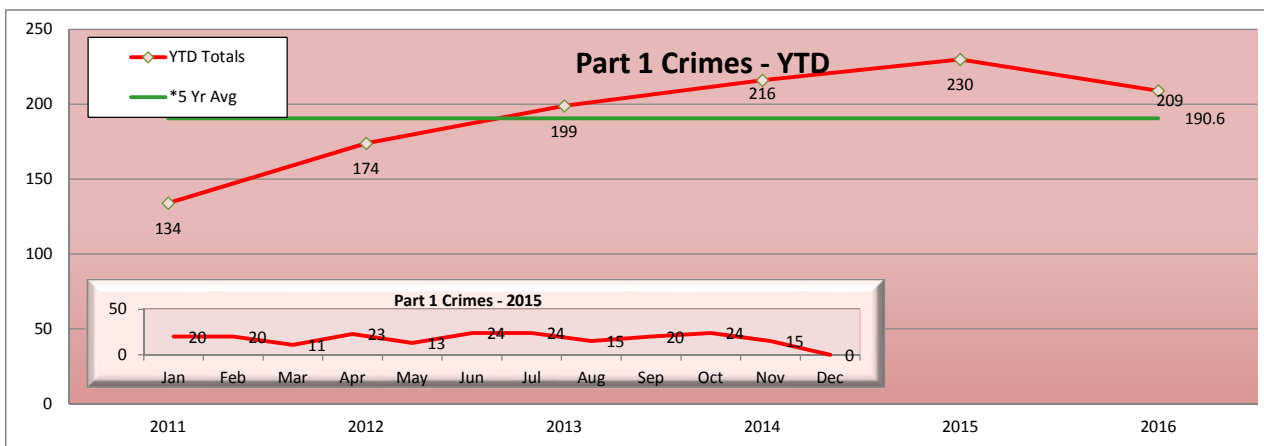
Part 1 Crimes per Station		
Station	Nov	YTD
Union Station	1	17
Civic Center	0	6
Pershing Square	3	19
7th/Metro	1	9
Westlake	2	27
Wilshire/Vermont	0	16
Wilshire/Normandie	1	2
Vermont/Beverly	1	9
Wilshire/Western	0	11
Vermont/Santa Monica	2	12
Vermont/Sunset	0	5
Hollywood/Western	0	6
Hollywood/Vine	0	11
Hollywood/Highland	1	13
Universal	0	10
North Hollywood	3	35
Red Line Rail Yard	0	1
Total	15	209

ARRESTS		
Type	Nov	YTD
Felony	14	230
Misdemeanor	74	882
TOTAL	88	1112

CITATIONS		
Type	Nov	YTD
Fare Evasion Citations	1,083	15,042
Other Citations	85	1,291
Vehicle Code Citations	132	2,145
TOTAL	1,300	18,478

CALLS FOR SERVICE				
TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	28	5.6	304	6.0
Priority	238	13.7	2861	15.1
Routine	236	21.7	2363	24.2
Total	502	17.0	5528	18.5

FARE ENFORCEMENT		
	Nov	YTD
Ridership	3,794,191	41,960,235
Contacts	174,972	2,624,724
% of Patrons Inspected	4.61	6.26
Boardings	0	0
Ride	807	6,426
Fare Warning	0	0



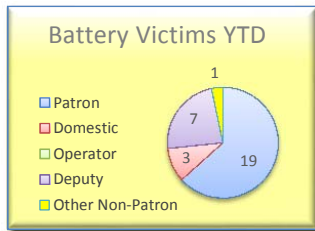
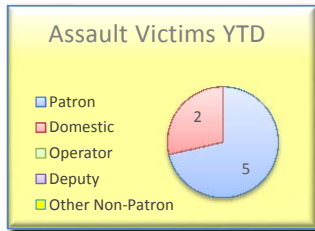
RED Line Highlights
The Red Line had 21 less part 1 crimes which is a 9% decrease from the same period last year.
Part 1 crimes per 1,000,000 riders were down compared to the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

GOLD LINE

REPORTED CRIME

PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	0
Robbery	0	5
Agg Assault	0	7
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	0	6
Petty Theft	3	28
Motor Vehicle Theft	5	11
Burg/Theft From Vehicle	1	28
Arson	0	1
SUB-TOTAL	9	87
Selected Part 2 Crimes		
Battery	2	30
Battery Rail Operator	0	0
Sex Offenses	0	11
Weapons	0	2
Narcotics	4	20
Trespassing	2	40
Vandalism	6	49
SUB-TOTAL	14	152
TOTAL	23	239



Part 1 Crimes per Station

Station	Nov	YTD
APU/Citrus College	0	6
Azusa Downtown	0	1
Irwindale	3	6
Duarte	0	2
Monrovia	1	4
Arcadia	0	5
Sierra Madre	1	4
Allen	0	4
Lake	0	1
Memorial Park	0	2
Del Mar	1	1
Fillmore	0	0
South Pasadena	1	2
Highland Park	0	2
SW Museum	0	0
Heritage Square	0	2
Lincoln Heights	0	17
Chinatown	0	3
Union Station	0	0
Little Tokyo	0	0
Pico/Aliso	0	1
Mariachi	0	0
Soto	0	4
Indiana	1	6
Maravilla	0	0
East La	0	0
Atlantic	1	14
Total	9	87

ARRESTS

Type	Nov	YTD
Felony	3	41
Misdemeanor	20	262
TOTAL	23	303

CITATIONS

Type	Nov	YTD
Fare Evasion Citations	114	1,651
Other Citations	14	186
Vehicle Code Citations	97	1,193
TOTAL	225	3,030

CALLS FOR SERVICE

TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	21	5.6	156	6.3
Priority	154	11.4	1479	14.5
Routine	160	22.1	1229	23.0
Total	335	16.1	2864	17.7

FARE ENFORCEMENT

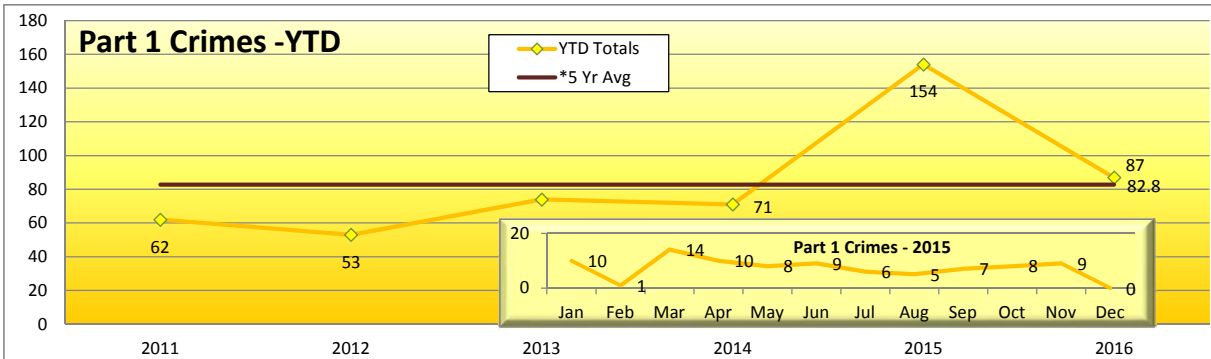
	Nov	YTD
Ridership	1,396,425	15,109,869
Contacts	105,081	1,440,701
% of Patrons Inspected	7.53	9.53
Boardings	0	0
Ride	432	432
Fare Warning	0	0

Gold Line Highlights

The Gold Line had 67 less part 1 crimes, which is a 44% decrease from the same period last year.

Part 1 crimes per 1,000,000 riders were down from the same period last year.

Part 1 Crimes -YTD

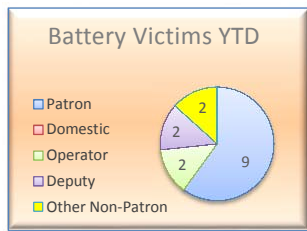
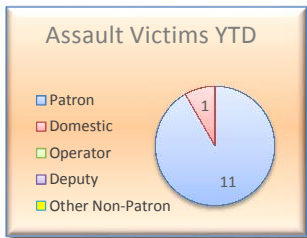


*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

ORANGE LINE

REPORTED CRIME

PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Agg Assault	0	12
Agg Assault on Op	0	0
Burglary	0	1
Grand Theft	2	5
Petty Theft	1	16
Motor Vehicle Theft	0	7
Burg/Theft From Vehicle	0	7
Arson	0	0
SUB-TOTAL	3	52
Selected Part 2 Crimes		
Battery	1	13
Battery Bus Operator	0	2
Sex Offenses	0	6
Weapons	0	1
Narcotics	3	26
Trespassing	0	0
Vandalism	0	8
SUB-TOTAL	4	56
TOTAL	7	108



Part 1 Crimes per Station

Station	Nov	YTD
North Hollywood	1	8
Laurel Canyon	0	2
Valley College	0	0
Woodman	0	3
Van Nuys	0	3
Sepulveda	0	3
Woodley	0	1
Balboa	0	7
Reseda	1	6
Tampa	0	1
Pierce College	0	4
De Soto	0	0
Canoga	0	3
Warner Center	0	1
Sherman Way	1	5
Roscoe	0	1
Nordhoff	0	0
Chatsworth	0	4
Total	3	52

ARRESTS

Type	Nov	YTD
Felony	5	38
Misdemeanor	11	242
TOTAL	16	280

CITATIONS

Type	Nov	YTD
Fare Evasion Citations	57	1,630
Other Citations	3	100
Vehicle Code Citations	53	771
TOTAL	113	2,501

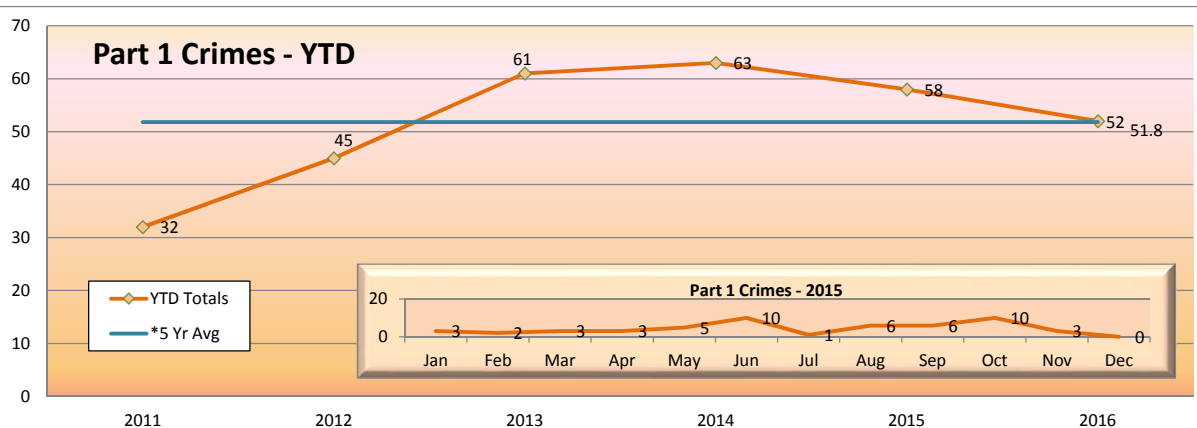
CALLS FOR SERVICE

TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	5	13.4	57	10.0
Priority	49	17.8	571	14.6
Routine	23	26.7	336	29.8
Total	77	20.1	964	19.6

FARE ENFORCEMENT

	Nov	YTD
Ridership	643,061	7,180,386
Contacts	38,630	720,871
% of Patrons Inspected	6.01	10.04
Boardings	0	57
Ride	0	19
Fare Warning	0	5

Part 1 Crimes - YTD



Part 1 Crimes - 2015



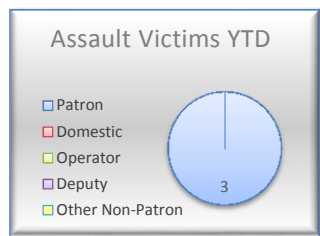
Orange Line Highlights

The Orange Line had 6 less part 1 crimes, which is a 10% decrease from the same period last year.

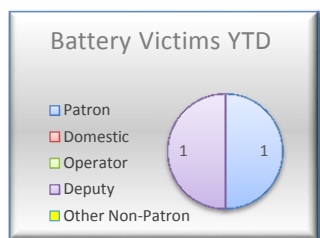
Part 1 crimes per 1,000,000 riders were down from the same period last year.

SILVER LINE

REPORTED CRIME		
PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Grand Theft	0	1
Petty Theft	1	1
Motor Vehicle Theft	0	0
Burg/Theft From Vehicle	0	0
Arson	0	0
SUB-TOTAL	1	9
Selected Part 2 Crimes		
Battery	0	2
Battery Bus Operator	0	0
Sex Offenses	0	3
Weapons	0	1
Narcotics	0	0
Trespassing	0	0
Vandalism	0	0
SUB-TOTAL	0	6
TOTAL	1	15



Part 1 Crimes per Station		
Station	Nov	YTD
El Monte	0	0
Cal State LA	0	0
LAC/USC	0	1
Alameda	0	0
Downtown	0	1
37th St/USC	0	0
Slauson	0	2
Manchester	0	1
Harbor Fwy	1	4
Rosecrans	0	0
Harbor/Gateway	0	0
Total	1	9

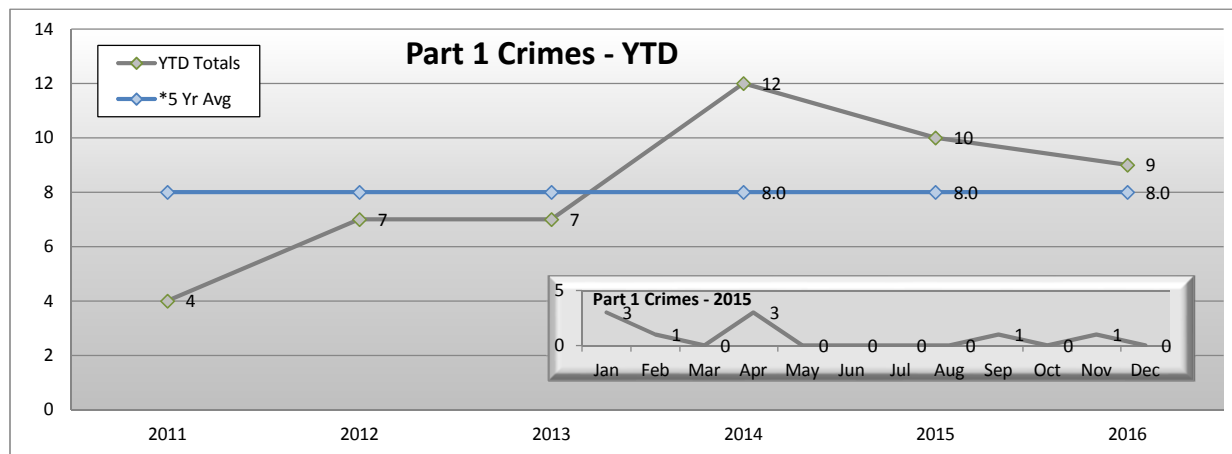


ARRESTS		
Type	Nov	YTD
Felony	0	3
Misdemeanor	2	17
TOTAL	2	20

CITATIONS		
Type	Nov	YTD
Fare Evasion Citations	7	43
Other Citations	14	256
Vehicle Code Citations	72	437
TOTAL	93	736

CALLS FOR SERVICE				
TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	1	5.0	14	4.9
Priority	14	13.1	126	13.0
Routine	5	24.0	109	23.4
Total	20	15.5	249	17.1

FARE ENFORCEMENT		
	Nov	YTD
Ridership	355,770	4,200,621
Contacts	9,919	79,075
% of Patrons Inspected	2.79	1.88
Boardings	0	600
Ride	0	19
Fare Warning	0	35



Silver Line Highlights

The Silver Line had 1 less part 1 crime, which is a 10% decrease from the same period last year.

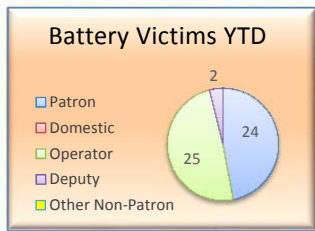
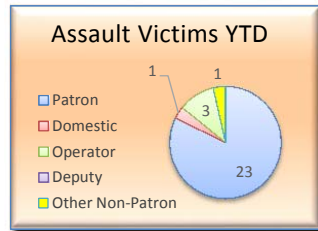
Part 1 crimes per 1,000,000 riders were down from the same period last year.

*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	0
Robbery	5	32
Agg Assault	2	25
Agg Assault on Op	0	3
Burglary	0	0
Grand Theft	1	19
Petty Theft	1	24
Motor Vehicle Theft	0	3
Burg/Theft From Vehicle	0	9
Arson	0	1
SUB-TOTAL	9	116
Selected Part 2 Crimes		
Battery	2	26
Battery Bus Operator	4	25
Sex Offenses	4	12
Weapons	1	9
Narcotics	3	12
Trespassing	0	1
Vandalism	4	39
SUB-TOTAL	18	124
TOTAL	27	240

Part 1 Crimes per Sector		
Sector	Nov	YTD
Gateway Cities	1	22
South Bay	8	94
Total	9	116



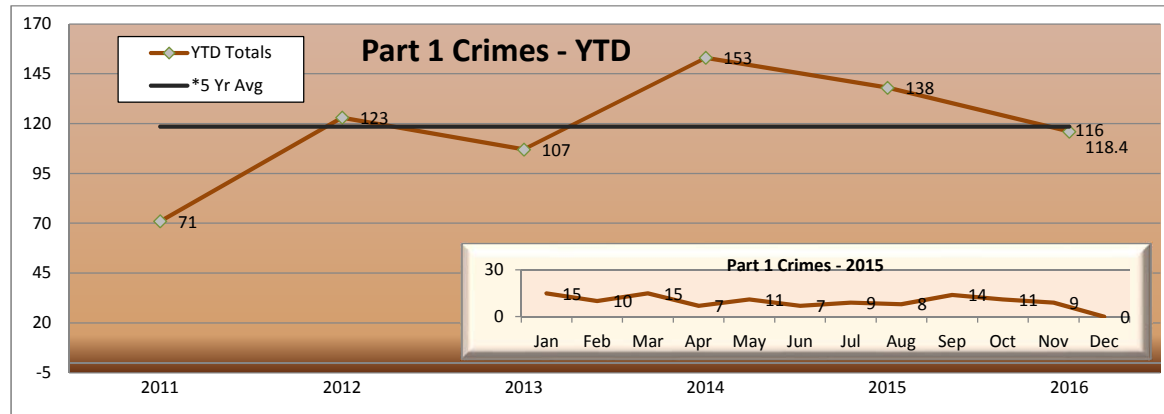
ARRESTS		
Type	Nov	YTD
Felony	6	81
Misdemeanor	33	308
TOTAL	39	389

CITATIONS		
Type	Nov	YTD
Fare Evasion Citations	2	129
Other Citations	3	32
Vehicle Code Citations	7	105
TOTAL	12	266

CALLS FOR SERVICE				
TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	9	6.4	169	8.2
Priority	142	16.3	1,704	16.3
Routine	103	23.7	995	32.1
Total	254	18.9	2,868	21.3

FARE ENFORCEMENT*

*South Bus Fare Enforcement data is combined with North Bus.

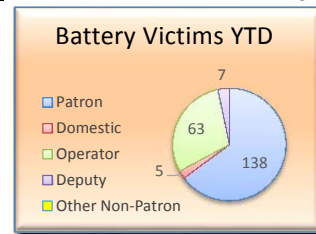
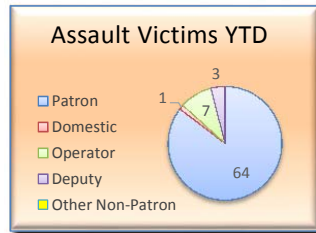


*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

South Bus Highlights
The South bus Lines had 22 less part 1 crime, which is a 16% decrease from the same period last year.

North Bus Patrol

REPORTED CRIME		
PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	2
Robbery	4	46
Agg Assault	4	68
Agg Assault on Op	1	7
Burglary	0	3
Grand Theft	10	81
Petty Theft	3	63
Motor Vehicle Theft	0	3
Burg/Theft From Vehicle	0	5
Arson	0	2
SUB-TOTAL	22	280
Selected Part 2 Crimes		
Battery	10	150
Battery Bus Operator	6	63
Sex Offenses	2	43
Weapons	2	12
Narcotics	5	39
Trespassing	1	4
Vandalism	10	105
SUB-TOTAL	36	416
TOTAL	58	696



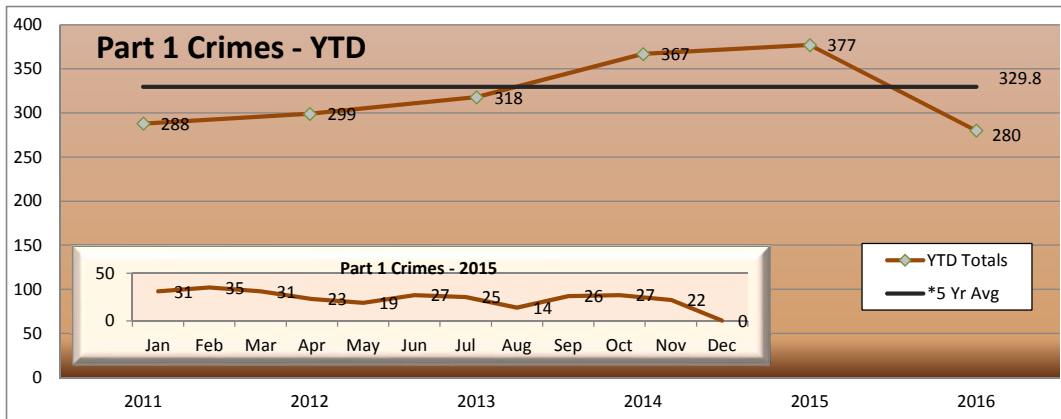
Part 1 Crimes per Sector		
Sector	Nov	YTD
San Gabriel	0	16
Westside	5	25
San Fernando	2	24
Central	15	215
Total	22	280

ARRESTS		
Type	Nov	YTD
Felony	8	126
Misdemeanor	37	579
TOTAL	45	705

CITATIONS		
Type	Nov	YTD
Fare Evasion Citations	12	302
Other Citations	18	176
Vehicle Code Citations	907	10,908
TOTAL	937	11,386

CALLS FOR SERVICE				
TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	34	7.6	446	8.3
Priority	428	15.0	4,749	16.2
Routine	258	23.9	3,163	28.0
Total	720	17.9	8,358	20.3

FARE ENFORCEMENT		
	Nov	YTD
Ridership*	23,979,603	270,782,316
Contacts	838	14,790
% of Patrons Inspected	0.00	0.01
Boardings	0	32,604
Rides	0	12,135
Fare Warning	0	4,013

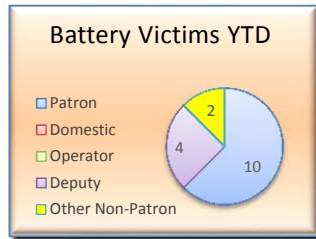
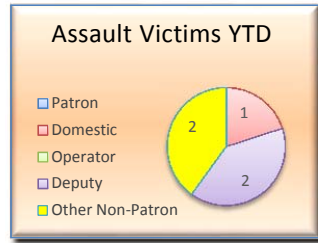


North Bus Highlights
The North Bus Lines had 97 less part 1 crimes, which is a 26% decrease from the same period last year.

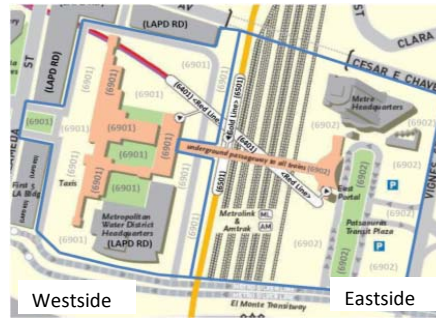
*5 yr average is based on the average of part 1 crimes from 2011 - 2015.

Union Station

REPORTED CRIME		
PART 1 CRIMES	Nov	YTD
Homicide	0	0
Rape	0	1
Robbery	0	2
Agg Assault	0	5
Agg Assault on Op	0	0
Burglary	0	4
Grand Theft	0	4
Petty Theft	0	16
Motor Vehicle Theft	0	1
Burg/Theft From Vehicle	0	0
Arson	0	1
SUB-TOTAL	0	34
Selected Part 2 Crimes		
Battery	2	16
Battery Bus Operator	0	0
Sex Offenses	1	2
Weapons	0	0
Narcotics	0	1
Trespassing	0	0
Vandalism	0	4
SUB-TOTAL	3	23
TOTAL	3	57



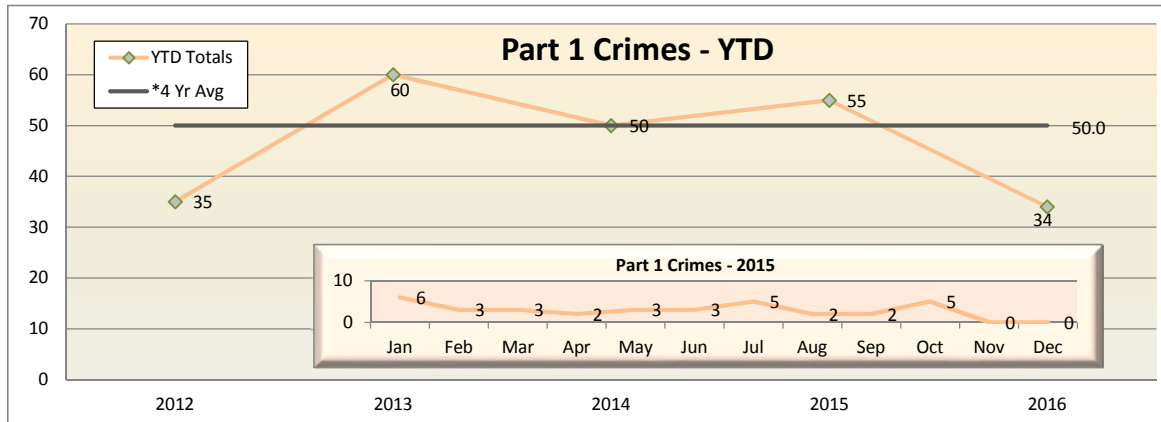
Part 1 Crimes at Union Station		
Side	Nov	YTD
Westside	0	31
Eastside	0	3
Total	0	34



ARRESTS		
Type	Nov	YTD
Felony	0	24
Misdemeanor	6	93
TOTAL	6	117

CITATIONS		
Type	Nov	YTD
Fare Evasion Citations	1	65
Other Citations	9	238
Vehicle Code Citations	7	127
TOTAL	17	430

CALLS FOR SERVICE				
TYPE	Nov		YTD	
	Total	Avg	Total	Avg
Emergency	1	4.0	14	2.4
Priority	25	3.5	286	12.9
Routine	17	12.4	242	12.9
Total	43	7.0	542	12.6



Union Station Highlights

Union Station had 21 less part 1 crimes, which is a 38% decrease from the same period last year.

*4 yr average is based on the average of part 1 crimes from 2012 - 2015.



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 TRANSIT POLICING DIVISION
 RONENE M. THOMAS, CHIEF

**ALLOCATION OF LAW ENFORCEMENT SERVICES
 RESERVE COMPANY SERVICES
 November 2016**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TSB San Fernando Valley	12	40	61	21	24	22	16	53	0	61	N/C		310
Westside/Central Motors	161	120	155	181	189	155	109	171	0	231	N/C		1472
SGV Volunteer Company	16	21	24	16	16	24	16	16	0	20	N/C		169
Blue/Green Line Sector	16	16	16	12	32	32	16	8	0	18	N/C		166
TOTAL	205	197	256	230	261	233	157	248	0	330	N/C	0	2117

*Each month, Reserve totals will display totals from the previous month because totals are not submitted until the end of each month.

The LASD reserve units are attached to regular LASD units of assignments. The reserves are there to perform the same function as any deputy. In that way, the reserves augment the force at no increase in cost. Contract agencies benefit significantly by the presence of reserves since they are directly paying for the LASD contract and do not have to pay for the additional reserve force.

*N/C = Not Complete

www.lasdreserve.org

Bus Operator Assault Matrix

Reason	Line	Div	Type	Date	Day	Time	Narrative	Flyer	Barrier	Arrest	Charges Requested	Charges Filed	Sentence (Probation/Time/Jail or Prison)
Passenger Pass Up	L244	15	Battery	1/6/2016	Wed	21:00	Sus MB/50/510/180/Blk/Bro spit in the bus op face for passing him up, no barrier	Y					
Fare	L2	10	Battery	1/8/2016	Fri	19:37	Battery sus arrested for bumping bus op outside of bus after she asked for fare, barrier, only half shut			Yes	243.3 PC	243.3 PC	
Fare	L111	18	Battery	1/11/2016	Mon	15:15	Sus MH/35/601/250 spit on the bus op after he was asked for fare	Y					
Demand Stop	L207	18	Battery	1/16/2016	Sat	12:52	Battery sus arrested for spitting on bus op after he wouldn't stop the bus where the sus wanted			Yes	243.3 PC	243.3 PC	
Missed stop	L164	8	Battery	1/17/2016	Sun	17:19	Battery sus arrested for punching bus op in the face for missing her stop, no barrier			Yes	243.3 PC	243.3 PC	
Fare	L240	8	Battery	1/21/2016	Thu	17:50	Sus MB/18-20 threw cold liquid on bus op after sus stated his TAP card wasn't working, vic said Whatever, no barrier	Y					
Disorderly	L245	8	Battery	2/2/2016	Tue	16:30	Sus FW/25-30 spit on bus op when he asked her to leave for yelling, no barrier						
Other/Bus Pass	L45	1	Battery	2/3/2016	Wed	9:25	Sus MB/25-30/511/thin spit on bus op after he asked to see his day pass	Y					
Policy/door	L243	8	Battery	2/5/2016	Fri	11:30	Battery sus arrested for throwing coin slot cover at bus op for not holding bus for her brother and requesting fare			Yes	243.3 PC	243.3 PC	Case given to Probation for review
No Reason	L-Unk	3	Battery	2/10/2016	Wed	23:20	Sus MH/25/507/508/175 punched bus op in the face unprovoked, no barrier	Y					
Missed stop	L51	2	Battery	2/13/2016	Sat	12:15	Battery sus arrested for hitting bus op in the head with a purse for missing a stop, barrier installed, only bottom portion being used			Yes	242/243.3 PC	242/243.3 PC	Convicted - 12 Months Summary Probation
Other/Calling Police	L115	18	Battery	2/13/2016	Sat	16:10	Battery sus arrested for assaulting vic1 and then spitting on bus op for calling the police			Yes	243.3 PC	243.3 PC	Misdemeanor filed; Case # 6DN05865
Passenger Pass Up	L780	3	Assault	2/17/2016	Wed	14:00	Sus MB/50s/602-603/240 threw beer can at bus op, hit him in the chest, and vic injured elbow in fall outside of bus for passing sus up at stop (no barrier, incident outside of bus)						
Fare	L62	1	Battery	2/19/2016	Fri	9:59	Sus MB/20-25/511/170 reached over barrier and poured water on bus op after he asked for fare, barrier in use						
No Reason	L165	9	Battery	2/20/2016	Sat	11:45	Sus MW/509/170/Bro/Blu grabbed bus op shoulders with both hands and held on, vic pushed him away	Y					
Mentally ill	L234	15	Battery	2/21/2016	Sun	19:46	Battery sus arrested for attacking bus op and 2 other patrons, mentally ill, happened outside bus (no barrier)			Yes	243.3 PC	243.3 PC	Case Closed/Unable to file Reason: 5150
	L264	9	Sex Crime	2/21/2016	Sun	20:10	L264 City of Hope Hospital 2/21 2010hrs - Sus MB/20-25/511/250/Blk/Bro rubbed his crotch against vic's thigh and grabbed her breast, no barrier						
Missed stop	L705	7	Battery	2/26/2016	Fri	16:32	Sus MB/20/507/140 spit on bus op for passing sus stop b/c it was a rapid bus, no barrier	Y					
No Reason	L110	5	Battery	2/27/2016	Sat	13:34	Sus MB/50/600/165/Blk/Bro attempted to assault bus op for no reason, but was unable to get to vic because barrier was up, vic hurt his knee & back avoiding sus						
Policy/Blocking	L2	7	Battery	2/29/2016	Mon	22:20	Sus MW/35/207/150 spit on bus op for telling sus to move bags out of the aisle	Y					
Policy/end of line	L210	18	Battery	3/6/2016	Sun	23:08	Sus MB/20s/508/160/Blk/Bro punched the bus op in the face for vic asking him to leave at the end of the line, no barrier (bus op standing in front of bus)	Y					

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.

Policy/out of service	L704	10	Battery	3/7/2016	Mon	10:00	Battery sus arrested for pushing & punching bus op for asking sus to exit bus at the end of service, no barrier (bus op standing in front of bus)		Yes	242 PC	242 PC	Misdemeanor referred to diff court; Case # 6AR21962
Policy/drugs	L40	18	Battery	3/9/2016	Wed	15:55	L40 MLK Blvd/Normandie 3/9 1555hrs - Battery sus arrested for throwing cold liquid on the bus op after telling sus he could not board w/ marijuana,					
Policy/Boarding	L487	9	Battery	3/10/2016	Thu	14:20	Battery sus arrested for punching and kicking bus op outside bus when vic told her to board at passenger pickup, no barrier (outside bus)		Yes	243.3 PC	243.3 PC	Misdemeanor filed; Case # 6EM01973, Bk # 4603176
Other/Closed door on sus	L204	5	Battery	3/11/2016	Fri	23:01	Sus FB/25-35 kicked and slapped the bus op for closing the rear door on her					
Policy/Boarding	L745	10	Battery	3/12/2016	Sat	5:40	Battery sus arrested for spitting on bus op after he told sus he would have to board at the bus stop, (spit through window)		Yes	243.3 PC	243.3 PC	Convicted - 60 days jail & 3 years Summary Probation
Missed stop	L728	3	Battery	3/17/2016	Thu	10:50	Sus MB/60s/600/160-170/Bald spit on the bus op for rapid bus missing his designated stop, no barrier - but monitor					
Other/Indecent Behavior	L90	15	Assault	3/19/2016	Sat	12:10	Assault sus arrested for swinging plank at bus op outside bus when vic asked sus to exit dur to indecent behavior, no barrier (outside)		Yes	245(a)(4) PC	245(a)(4) PC	Convicted - 3 Years Formal Probation
Demand Stop	L45	1	Battery	3/19/2016	Sat	15:58	Battery sus arrested for punching bus op in the face and demanded to be let out of the bus		Yes	243.3 PC	243.3 PC	Case Rejected/Reason: Interest of Justice
Other/Closing door on sus	L270	95	Battery	3/24/2016	Thu	18:00	Sus MW/35-40/600/180 punched the bus op in the face for not stopping to pick him up and closing the doors on his wife					
Fare	L207	5	Battery	3/25/2016	Fri	18:40	Sus MB/510/180/40yrs spit on bus op over not having fare	Y				
Missed stop	L207	5	Battery	3/26/2016	Sat	17:55	Sus FB/18-25/504/slim/Brn/Brn threw dirt on bus op after missing stop					
Missed stop	L45	1	Battery	3/27/2016	Sun	10:41	Sus FB/506/160/30-40 punched bus op 3 times for missing stop	Y				
Demand Stop	L234	15	Battery	3/29/2016	Tue	16:16	MB sus arrested for punching bus op after he demanded a stop		Yes	243.3 PC	243.3 PC	Felony filed; Case # LA083122; Arraignment Hearing 9/20/16
Fare	Dash		Battery	4/14/2016	Thu	15:00	Sus FW/27/508/200 struck bus op in face after she asked for fare; sus not arrested due to developmental disability		Yes	243.3PC	243.3PC	Sus not arrested due to developmental disability
Fare	L200	2	Battery	4/18/2016	Mon	20:20	Sus FH/500/50s punched bus op in shoulder over fare - no barrier					
Other	L51	2	Battery	4/22/2016	Fri	17:00	Sus MH/509/145/40-50yrs punched bus op b/c of his driving					
Policy/Hazardous Materials	L762	9	Battery	4/25/2016	Mon	16:12	Sus MH/507-508/215-220 threw liquid onto bus op b/c he wouldn't let him board with hazardous materials, no barrier	Y				
Fare	L745	10	Battery	4/29/2016	Fri	13:13	Sus MB/21-22/506/130/Blk/Brn spit on the bus op when she wouldn't let him ride for free, no barrier	Y				
Missed stop	L120	18	Battery	4/29/2016	Fri	17:55	Sus FB/18-20/500/120/Blk/Brn spit on bus op b/c she wanted to exit the bus, barrier not used properly	Y				
Missed stop	L53	1	Battery	4/30/2016	Sat	15:45	Sus MH/35-40/507/200 poked the bus op in the arm asking to be let out					
Policy/end of line	L-Orange	8	Battery	5/5/2016	Thu	14:45	Sus MH/26/602/173 took a swing at bus op after he told sus to exit the bus when it was having mechanical problems, vic non-desirous; no barrier, incident outside bus					
No Reason	L110	5	Assault	5/5/2016	Thu	5:38	Sus MH/508/215/Blk/Brn attempted to stab bus op w/ screwdriver, no barrier	Y				
Policy/out of service	L2	1	Battery	5/10/2016	Tue	8:05	Sus MW/510/200/Bln spit on bus op when he asked sus to leave b/c bus was out of service, barrier not used properly, half closed	Y				
Missed stop	L45	3	Battery	5/10/2016	Tue	17:15	Sus MB/38/511/185/Blk/Brn struck the bus op in the neck when he didn't stop the bus where the vic wanted to exit	Y				

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.

Disorderly	L210	18	Battery	5/12/2016	Thu	9:30	Battery sus arrested for throwing cup at bus op for telling sus to exit when he was harrassing patrons		Yes	443.3 PC	243.3 PC	Misdemenaor filed - City Attorney
Disorderly	L612	2	Assault	5/12/2016	Thu	17:47	Assault sus arrested for punching bus op in the face after she was asked to exit for being too loud		Yes	245(a)(1) PC & 243.3 PC	245(a)(1) PC & 243.3 PC	Felony filed; Case # BA446659
Policy/standing	L28	3	Battery	5/13/2016	Fri	17:01	Sus MH/506/200/Blk/Bro spit on bus op when she asked him to take a seat	Y				
No Reason	L704	10	Battery	5/15/2016	Sun	17:25	Sus FB/45/506/165/Bro/Bro wiped her fingers on bus op for no reason, then exited, no barrier	Y				
Missed stop	L40	18	Battery	5/23/2016	Mon	18:30	Sus FB/18-25/508-511/100-120 spit on bus op for missing sus stop, no barrier	Y				
Passing up sus	L740	5	Battery	5/23/2016	Mon	18:51	Sus FB/45-50/510/162/Red/Bro spit and punched bus op for almost passing her up, no barrier	Y				
Mentally Ill	L28	3	Battery	5/29/2016	Sun	15:55	Battery sus arrested for choking and punching bus op because he wanted to go back to jail, no barrier		Yes	243.3 PC	243.3 PC	Misdemeanor filed; Case # 6MZ00636; Further proceedings 9/16/16
Mentally Ill	L204	5	Battery	6/5/2016	Sun	13:35	MB sus spit on bus op, possibly mental illness, Sus ID'd, vic non-desirous, no barrier					
Fare	L260	9	Battery	6/6/2016	Mon	14:15	MA sus arrested for hitting bus op over fare		Yes	243.3 PC	243.3 PC	Misdemeanor filed; Case # 6ES02852; pre-trial hearing 9/27/16
Disorderly	L40	5	Battery	6/6/2016	Mon	15:00	Sus FB/504/115/20 threatened bus op and spit on her					
Disorderly	L762	9	Battery	6/7/2016	Tue	21:00	Sus MH/510/180/braids punched bus op in face when she told sus to sit down, no barrier					
Fare	L733	10	Battery	6/14/2016	Tue	16:35	MB sus arrested for kicking bus op over fare		Yes	243.3 PC	243.3 PC	Case declined; Referred to CA for Misdemeanor consideration
Other	L210	18	Assault	6/14/2016	Tue	15:20	Sus MB/511/250/45 attempted to hit bus op with baton, road rage					
No Reason	L4	10	Battery	6/17/2016	Fri	5:00	Sus MH/510/240/35yrs punched bus op for no reason, no barrier					
Fare	L758	8	Battery	6/18/2016	Sat	12:05	Sus FW/Blonde/45 spat on bus op over fare	Y				
No Reason	L51	2	Battery	6/18/2016	Sat	17:17	Sus MB/510/180/30-35yrs slapped bus op in the back of head for no reason	Y				
Driving slow	L20	7	Battery	6/19/2016	Sun	7:18	Battery sus arrested for punching bus op in the arm for taking too long to let wheelchair patron off bus, no barrier		Yes	243.3 PC	243.3 PC	Case Rejected/City Attorney Reason: Interest of Justice
	L460	1	Sex Crime	6/20/2016	Mon	5:43	Sus MB/40/500-501/180 exposed himself to bus driver as she pulled into bus layover					
Passing up sus	L20	10	Battery	6/21/2016	Tue	15:45	Sus MH/25-30/506/180/Blk/Bro spit on the bus op for passing him at previous stop, barrier not used properly, only bottom half used	Y				
Missed stop	L2	7	Battery	7/3/2016	Sun	15:55	Battery sus arrested for spitting on bus op when she missed his stop due to construction		Yes	242 PC & 243.35(a) PC	242 PC & 243.35(a) PC	Misdemeanor filed w/ City Attorney
Disorderly	L-Orange	8	Assault	7/7/2016	Thu	23:00	Assault sus arrested for spray painting bus op in the face & punching him for telling him to turn down music		Yes	244 PC	244 PC	Case Pending; Case # 36363164
Disorderly	L260	9	Battery	7/12/2016	Tue	16:20	Battery sus arrested for running wheelchair into bus op's leg and punching him multiple times; no barrier (incident in aisle of bus)		Yes	243.3 PC	243.3 PC	Case Submitted for filing on 8/9/16; Arraignment Hearing 9/12/16 Case # 6ES03486
Blocking bus	L16	1	Battery	7/14/2016	Thu	15:28	Sus MB/24-26/509/160/Blk/Blk spit on bus op & punched him in the face after driver told him to watch out, no barrier (outside of bus)					
Blocking bus	L14	7	Battery	7/15/2016	Fri	15:00	Sus MH/20-25/507/120 spit on bus op outside of his window for passing sus who was on bike, no barrier (outside of bus)					

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.

No Reason	210	18	Battery	7/21/2016	Thu	11:24	MB sus arrested for hitting bus op for no reason		Yes	243.3 PC	243.3 PC	Waiting for report to be processed
Policy/out of service	167	98	Battery	7/22/2016	Fri	13:58	Battery sus arrested for punching bus op when he told sus bus was out of service, no barrier (outside of bus)		Yes	243.3 PC	243.3 PC	Referred to CA for misdemeanor consideration; Case # 36132870
Passing up sus	108	5	Battery	7/25/2016	Mon	13:07	Sus FB/502/125/20-24yrs spit and punched bus op multiple times, barrier not used					
Passing up sus	-Orange	8	Battery	8/2/2016	Tue	1:05	Sus MB/508/150 punched bus op for passing him up when not at bus stop					
Fare	14	7	Battery	8/4/2016	Thu	15:15	Sus MB/25/510/160 spit on bus op when she asked for fare, barrier not used properly (top portion not shut)					
Policy/Drinking	1757	5	Battery	8/5/2016	Fri	14:35	Sus FB/35-40/506/160 sprayed bus op w/ pepper spray when he told them not to drink Alcohol,					
No Reason	1720	13	Battery	8/6/2016	Sat	10:05	Battery sus arrested for punching bus op in the mouth for no reason,					
Disorderly	140	13	Assault	8/18/2016	Thu	22:46	Sus MB/20/510/175 punched the bus op in the face after arguing w/ other passengers					
Fare	12	13	Assault	8/23/2016	Tue	18:20	Sus MB/30/600/160 choked bus op for quoting the fare					
	128	NF	Sex Crime	8/25/2016	Thu	2:00	Indecent Exp sus arrested for masturbating in front of bus op		Yes			
Fare	1720	13	Battery	8/27/2016	Sat	10:20	Sus MH/40/502-504/140-160 spit on bus op after advising sus his tap card was empty, no barrier					
Disorderly	1720	13	Assault	9/4/2016	Sun	11:00	Sus FH/40 threw beer can at bus op					
Fare	1205	97	Assault	9/16/2016	Fri	14:10	Sus1 MB/25/510/150 began yelling at bus op b/c he quoted fare, put bus op in headlock and Sus2 then pushed vic to let go of Sus1, Sus2 arrested					
Attempt-Vehicle	13	2	Robbery	9/19/2016	Mon	6:25	Carjacking sus arrested trying to stab bus op and steal his bus					
Fare	155	2	Battery	9/23/2016	Fri	9:00	Sus FB/30-40/506 punched the bus op in the face after advising her of stroller policy & fare					
Fare	1210	18	Battery	9/24/2016	Sat	14:00	Sus FB/509/135/Blk/Bro slapped bus op for quoting the fare, no barrier					
Wanted exit	181	3	Battery	9/26/2016	Mon	16:15	Battery sus arrested for spitting on bus op when sus wanted to exit bus		Yes			
Wanted exit	1204	98	Assault	9/26/2016	Mon	12:15	Sus FH/25-40/508/160 hit bus op in the face w/ a stick when she wanted to exit the bus,					
No Reason	14	7	Battery	9/30/2016	Fri	5:41	Sus MB/25/511/145 spit on the bus op when vic opened doors to service stop, no barrier					

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.

ATTACHMENT B

916-05069-6871-144	Wanted entry	L40	18	9403	Battery	10/9/2016	Sat	19:00	Sus MB/40-45/600/175/Bald/Bro spit on bus op through his window when he wouldn't let him board at a red light, no barrier (outside of bus)				
916-05096-6884-144	Fare	L164	8	8128	Battery	10/11/2016	Sun	14:20	SV1, bus op, & SV2 non-desirous over mutual combat regarding fare				Suspect Non-Desirous
916-05114-6893-144	Fare	L81	3	8529	Battery	10/12/2016	Mon	13:56	Sus MB punched the bus op in the face after quoting the fare				
916-05134-6831-144	Missed stop	L60	3	8550	Battery	10/13/2016	Tue	12:30	Sus MH/60/503/110 spit on bus op for passing up a stop due to construction,				
916-05194-6893-144	Fare	L40	18	9477	Battery	10/17/2016	Wed	7:00	Sus FB/19/506/200/Blk/Bro squirted toothpaste on bus op after he asked her for fare				
916-05336-6874-144	Wanted exit	L20	1	5627	Battery	10/25/2016	Thu	11:30	Sus MB/40/600/180 threw pamphlets at the bus op b/c he wanted to exit bus, bus barrier equipped & not used				
916-05398-6893-144	Policy/Blocking	L51	3	5963	Battery	10/28/2016	Fri	9:20	Sus MB/40s/507/200 punched bus op in the face after she wouldn't let him board w/ his trash bags, barrier not used properly, half shut				
916-05487-6837-144	Wanted exit	L260	9	5348	Battery	11/3/2016	Sat	5:15	Sus MH/20-25/502-505 spit on bus op for not letting him off the bus before scheduled stop,				
916-05579-6872-144	Policy/End of line	L108	5	6023	Battery	11/7/2016	Sun	14:30	Battery sus arrested for hitting bus op in the face when vic wouldn't exit bus at last stop, bus barrier not used	Yes			
016-05598-6884-052	Route	L233	15	9345	Assault	11/8/2016	Mon	16:30	Assault sus arrested for pulling knife on bus op and demanding to be taken to VA Hospital,	Yes			
016-05596-6878-053	No Reason	L2	13	9567	Assault	11/8/2016	Tue	14:30	Sus MB threw glass bottle at bus op for unknown reason, barrier not used				
916-05701-6852-144	Wanted entry	L108	5	5734	Battery	11/14/2016	Wed	16:50	Sus MB/16-18/508/160 hit bus op in the face for not waiting for him to board, barrier equipped and not used				
916-05813-6893-144	Wanted exit	L70	9	4137	Battery	11/20/2016	Thu	7:50	Sus MH/25/506/150 spit on bus op after he wanted out,				
916-05816-6894-144	Calling Police	L4	7	5614	Battery	11/20/2016	Fri	14:00	Battery sus arrested for hitting bus op in the face with grocery bag for calling police, bus barrier in use	Yes			
916-05835-6837-144	No Reason	L762	9	5865	Battery	11/21/2016	Sat	19:45	Sus FB/30/508/130 struck bus op in shoulder and head for no reason, bus barrier installed but not used				
916-05886-6812-144	Driving slow	L78	9	7888	Battery	11/25/2016	Sun	9:30	Battery sus arrested for hitting bus op in the head for driving too slow, bus equipped with monitor	Yes			
916-05908-6874-144	Fare	L28	3	8530	Battery	11/26/2016	Mon	17:45	Sus FB/501/125 struck bus op with umbrella for confronting her about the fare, assault happened outside of bus				
916-05955-6876-144	Policy/Standing	L164	8	4117	Battery	11/30/2016	Tue	11:30	Sus MW/40s/507/150 punched bus op in the face after he told him to sit down,				

*Highlighted in yellow: have court dates pending or have been referred to the LA County Attorney's Office with no disposition yet.



Board Report

File #: 2016-0877, File Type: Contract

Agenda Number: 41.

3rd Revision
EXECUTIVE MANAGEMENT COMMITTEE
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 17, 2016

SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING **Metro's Comprehensive Security and Policing Principles Strategy** (Attachment A);
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute individual five-year firm fixed unit rate contracts with the City of Long Beach Contract No. PS5862300LBPD24750 not-to-exceed \$27,088,968, and ~~firm fixed unit rate contract with the City of Los Angeles, Contract No. PS5862100LAPD24750 not-to-exceed \$369,696,813, and a firm fixed price contract with the County of Los Angeles, Contract No. PS5863200LASD24750, or other local law enforcement agency(s), not-to-exceed \$129,800,051~~ **\$149,800,051 for multi-agency law enforcement services** effective January 1, 2017 through December 31, 2021; subject to resolution of protest (s), if any; and
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute a **demobilization/transition** agreement with the County of Los Angeles Sheriff's Department for single agency law enforcement services; and
- D. AUTHORIZING the Chief Executive Officer to enter into Memorandum of Understandings with local law enforcement agencies based upon system expansion to provide flexibility as new bus and rail lines open.

ISSUE

For Metro's safety and security services to be effective and cost efficient, there must be an appropriate match between the safety and security mission and the various resources used to provide safety and security services. Currently, the resources used by Metro to provide the elements

of the safety and security mission are Metro's In-house Security, Private Security, and single agency Law Enforcement services by the Los Angeles County Sheriff's Department (LASD) Transit Policing Division. The Private Security contract award was approved by the Board in September 2016.

Over the last three and a half years, staff has been working on a new procurement for Law Enforcement Services. During this time, Metro has undertaken an in-depth review of the security and policing strategy with industry experts, policing professionals, and the creation of the Ad-Hoc Transit Policing Committee of the Board. The staff recommendation of a multi-agency law enforcement services contract model supports the key findings and policy direction by the Board to provide a consistent and reliable law enforcement presence to assure the safety of Metro's patrons and employees for the entire county. This approach addresses ridership concerns about safety and security by:

- Increases law enforcement personnel from a range from 140 to 200 to a consistent 240 over each 24-hr operating period.
- Improves response times by slightly more than half.
- Assures greater contract compliance through clear performance metrics and accountability measures.
- These benefits are provided at a reduced amount on an average up to \$20m a year as compared to a single agency model.

BACKGROUND

The history of formal contractual agreements with law enforcement to support Metro's transit policing strategy has varied over time.

- The Board merged Metro's Police Department into LASD and Los Angeles Police Department (LAPD) in 1996
- Metro contracted with LASD and LAPD between 1996 and 2003
- The Board entered into an exclusive non-competitive agreement with LASD in February 2003
- The Board approved a contract with LASD spanning 2009 through 2014. The contract period was three years, with two one-year options.

In order to allow for the development of a new procurement process for Law Enforcement services, four contract extensions have occurred: Metro's contract with LASD was subsequently extended for a period of six months beginning July 1, 2014 and expiring December 31, 2014. The Board later authorized a contract extension effective January 1, 2015 through June 30, 2015, as well as another contract extension spanning July 1, 2015 through June 30, 2016. The current extension expires December 31, 2016.

Request For Proposal (RFP) Preparation Activities

In advance of the contract's expiration, staff began drafting a new RFP for law enforcement services in May 2013. In June 2013, the Board directed staff to conduct an audit of the LASD contract and incorporate the findings into a new scope of work.

Staff issued a "Request for Interest" in March 2014, seeking to learn which law enforcement agencies would be interested in bidding on a future Metro RFP for law enforcement services. Metro received responses from LAPD, Long Beach PD (LBPD) and LASD.

Over the last two and a half years, Metro's Office of the Inspector General (OIG) and the American Public Transportation Association (APTA) conducted a series of performance reviews at the request of the Board. They include:

- *OIG LASD Contract Audit, June 2014 - Attachment B*
 - The consultants' report included 50 recommendations to improve the compliance and effectiveness of the LASD contract. Both LASD and Metro management agreed with the majority of the findings and recommendations in the report.
- *APTA Peer Review, July 2014 - Attachment C*
 - A panel of industry peers was assembled that possessed expertise in transit security services provided at large transit agencies. The scope of this review focused on evaluating the transit security and policing program as well as the LASD contract to ensure the safety of Metro riders and front line employees.
- Based on the findings from the OIG LASD Contract Audit and the APTA Peer Review, in September 2014, the Board passed a motion to establish an Ad-Hoc Transit Policing and Oversight Committee to oversee compliance with the Inspector General's audit and procurement of the next transit policing contract.
- *OIG Review of Metro Law Enforcement and Security Options. April 2015 - Attachment D*
 - The findings were presented to the Board at its April meeting. Motion #28 by Director Butts requested that a qualified consultant team be brought in to adequately assess an efficient deployment and work force strategy.
- *OIG Metro Policing and Security Workload Staffing Analysis. January 2016 - Attachment E*
 - Prepared by BCA Watson Rice, the consultant team has the necessary Community Transit policing experience, both Bus and Rail to conduct the analysis per Director Butts Motion 28.
 - The consultant team assembled a working group of current security service providers, a representative from the CEO's office, and a member of the Ad-Hoc Transit Policing Committee to provide input on the organizational enforcement philosophy and priorities

Transit Industry and Policing Expert Feedback

The recommendations associated with the audits and performance reviews can be generally categorized as below:

- Improve staffing
- Address unclear billing
- Improve accountability
- Improve contract compliance and oversight
- Develop bus and rail policing plans
- Implement Community Policing and Problem Oriented Policing strategies
- Improve system-wide visibility
- Clarify roles, responsibilities and authority associated with Metro security personnel

While progress has been made in recent months to improve staffing levels, contract compliance, and clarification of Metro security roles, significant challenges remain due to the current structure of the contract. These issues adversely affect the perceived security of patrons and employees, as well as Metro's day to day operations. The challenges are:

- Unable to deploy required staffing levels
- Poor system-wide visibility on buses, trains and at stations
- Significant number of vacancies each shift
- Heavy reliance on overtime
- Unreliable bus and rail patrols
- Inconsistent staffing at key critical infrastructure locations

Upon the completion and presentation of the Policing and Security Staffing Analysis in January 2016 to the Ad-Hoc Transit Policing Committee, staff incorporated key recommendations into a new Law Enforcement Services RFP. Issued in February 2016, the new RFP requires clear billing, reliable staffing, detailed crime analysis and reporting, and performance metrics designed to reduce crime and disorder. The RFP also made clear Metro's intent to leverage basic no cost police services, while compensating local law enforcement agencies for dedicated Metro patrols. The scope of work also excludes fare enforcement from law enforcement services and emphasizes the need for community policing on bus and rail. The RFP encouraged proposals from a single agency, partnerships between police agencies, or agencies desiring to police their own jurisdictions. Metro's RFP for law enforcement services was distributed to police agencies within Metro's service area. Staff briefed and received concurrence from the Ad-Hoc Transit Policing and Oversight Committee on this approach on January 21, 2016.

DISCUSSION

The law enforcement team plays a critical role in addressing crime and disorder, as well as reducing the system's vulnerability to terrorism. A consistent and reliable law enforcement presence is necessary to assure the safety of Metro's patrons and employees.

Metro has greatly expanded its infrastructure since the 2009 LASD contract. Since January 2009, rail and BRT route miles have increased 45% from 83 to 121. This equates to a 55% increase in average daily revenue service hours, from 2,280 to 3,527. In addition, the number of stations increased almost 50% from 74 to 111. To keep up with this growth, Metro's transit security strategy is multi-layered - relying on local and federal law enforcement partnerships, technology, security

personnel, and state certified law enforcement professionals working under contract to Metro.

To address an immediate need and to improve the security environment, Metro's CEO, directed the security staff and LASD to implement a high visibility deployment plan beginning November 2015. Metro then funded an additional 20 member LASD deputy team to conduct high visibility rail operations beginning in May 2016. The increased presence is beginning to show results. Total reported bus and rail crimes are down system-wide since January 2016. This is directly attributed to an increased "felt" presence in the system. Although we are seeing improvements, more needs to be done. As the current contract stands, we are unable to achieve our goals. Given the complexities associated with safeguarding Metro's moving city with more than 1.4 million daily passenger trips, law enforcement performance must be proactive, reliable and visible.

A few facts from the Metro service area reveal:

- 61% of Metro's bus service is within the City of Los Angeles
- 73% of Metro's passenger trips are comprised of bus riders
- 48.8% of rail service is located in Los Angeles
- 30% of the Blue Line is located in the city of Long Beach
- 66% of Metro's bus related police service calls are within LAPD's service area

Metro relies on multiple police agencies to assist the transit operation on a daily basis. LASD routinely transfers service calls to other agencies and vice versa. Among others, Inglewood PD patrols Metro's bus system within their jurisdiction; LBPD actively patrols segments of the Blue Line; LAPD responds to and investigates a significant number of bus related incidents and rail accidents; Santa Monica PD assists Metro with grade crossing enforcement on the new Expo Line extension.

Single Agency vs Multi-Agency Law Enforcement Award Approach

Metro received proposals from LASD, LBPD, and LAPD in response to the law enforcement services RFP issued in February 2016.

Single Agency Law Enforcement Proposal

LASD submitted a proposal to police Metro's entire service area. The proposal did not address Metro's desire to leverage no cost basic 911 service, and instead presented a plan similar to the current model. Additionally, the proposed staffing level, 611 law enforcement personnel, represents a dramatic increase in staffing and is unattainable based on historic performance. Specifically, both the APTA Peer Review and the OIG Audit cited concerns regarding the need to reconcile salaries with chronic LASD vacancies.

Metro's daily calls for police service are relatively low. According to data provided by LASD, Metro received a total of 56,536 calls for police service between the period of January 1, 2015 and September 30, 2016. This equates to an average of about 89.7 calls per day or 3.7 calls per hour. Combined with the ability to leverage free basic 911 services, staff identified the need for approximately 240 dedicated law enforcement personnel per day, with minor adjustments during off-peak hours. This level of staffing represents a significant improvement over current staffing levels, which are inconsistent, often falling below 200 during each 24-hour operational period.

Benefits of a Multi-Agency Law Enforcement Contract Award

- Local jurisdictions are best positioned to respond to emergency calls
- Delivers dedicated service
- Shifts the focus from fare enforcement to proactive patrols of Metro's bus and rail systems
- Provides an opportunity to increase ridership

LBPD and LAPD submitted proposals specific to their jurisdictions. The proposals present reliable staffing options, reduce existing emergency response times, and have capable ancillary services such as traffic enforcement, community policing, homeland security and criminal investigations. The proposals enhance Metro's ability to prevent crime and enforce Metro's Code of Conduct in the City of Los Angeles and along a busy segment of the Blue Line by assigning officers to ride buses and trains.

Both LBPD and LAPD were responsive to Metro's RFP which identified a requirement to deliver basic police services at no cost to Metro, while proposing an enhanced level of service exclusive to Metro. LAPD identified a specific no cost plan to respond to bus related 911 calls. This is critical because increased efforts to support the bus operation are a high priority as Metro takes steps to reduce operator assaults.

Both agencies emphasized establishing a strong presence at stations, on trains and buses, while interacting with passengers to prevent and address crime. This approach addresses a fundamental recommendation identified by the APTA Peer Review - establishing what is known as a "felt presence."

While the LBPD and LAPD proposals are responsive to the RFP and provide improved benefit to Metro, they are limited by their jurisdiction. LASD only proposed as a single agency and later indicated no interest in a multi-agency partnership. LASD, however, has jurisdiction over the entire County so the multi-agency award includes LASD to cover areas outside of the purview of LBPD and LAPD. This includes enhanced presence and bus riding teams.

Staff is recommending a multi-agency award because it presents a strategy to vastly improve performance and system-wide visibility for the entire county. A recent survey shows that safety/security is the primary concern of current as well as past riders. Fifteen percent of current Metro riders surveyed indicated that the most important improvement that would make them ride more is visible security on buses, trains and at stations. A stronger indication that safety/security is a major issue is that 29% of past riders surveyed left the Metro system because they did not feel safe using the system. In fact, safety/security was listed as a greater barrier to using transit than speed, reliability, and accessibility of bus and rail service. Despite their previous experience with transit, 18% of past riders indicated that they would ride Metro again if increased safety/security measures were implemented. A multi-agency award delivers the following benefits:

- Establishes consistent, reliable staffing of approximately 240 law enforcement officers per 24 hour period, which is an improvement over the current staffing which ranges from approximately 160 - 200 personnel assigned to the system each day.
- Increases emphasis on patrolling the bus system and corridors. Grows the bus riding team

- from 6 to 34 law enforcement officers, a 466% increase in staffing level and coverage.
- Maximizes law enforcement staffing at a favorable cost. The total estimated five year contract value of a multi-agency award is ~~\$526.6M~~ \$546.6M. LASD's proposal for the entire service area was \$627.1M. A multi-agency award improves service and delivers an estimated \$80 - 100.5M in cost savings.
 - Provides flexibility to enhance security as the transit system grows over the next 5 year period.

Operational Effectiveness of a Multi-Agency Contract Award

Given Metro's expansive 1400 square mile service area, formal partnering with additional law enforcement agencies will improve system-wide visibility and emergency response times. The current LASD contract attempts to build a policing structure on top of multiple existing law enforcement agencies, adversely affecting response times. LASD response times are difficult to measure. The January 2016 OIG Metro Policing and Security Workload Staffing Analysis identified LASD averages 12.8 minutes to respond to emergency train related calls, and 14.1 minutes to respond to emergency bus related calls. According to the latest monthly policing report, the average response time for all calls was 16 minutes as of September 2016. LASD reports a 6.2 minute emergency response time for same period in September 2016; this differs from the earlier OIG data. This will be resolved by installing a Metro computer aided system (CAD) which will integrate data from Metro operations and law enforcement dispatch, providing real time response data. Additionally, staff is forming a new regional law enforcement working group specifically focused on addressing policing matters in the areas that we provide transit service. The first meeting will take place in January 2017.

Historically, consistent and reliable staffing has been a challenge. The new contract scope of work identified specific performance metrics and quality assurance requirements to ensure accurate billing and staffing. Under this new contract model, Metro will only pay for services provided.

The law enforcement team plays a critical role in supporting Metro's daily operations. To maximize effectiveness, the law enforcement team's primary focus is to address crime, disorder and reducing the system's vulnerability to terrorism. Metro's internal security force will assume fare enforcement and CCTV monitoring duties, and the private sector security guards will be positioned at stations and facilities.

The OIG's Policing and Security Workload Analysis and LASD Contract Audit Report, Recommendation #6 and Option #2 respectively, encourage Metro to explore leveraging no cost basic 911 police services, but consider compensating agencies for enhanced or dedicated service. While this approach will certainly add a layer of complexity, the challenges can be easily addressed by implementing improved computer aided dispatch (CAD) systems, following basic unified and incident command principles during major events, and frequent communication and collaboration between Metro and its law enforcement partners.

Transitioning from Single Agency Law Enforcement Contract to Multi-Agency Law Enforcement Contract

If the staff recommendation is approved, a six month mobilization will need to occur for LBPD and LAPD. LASD will also require a transition period to address the need for reduced coverage in Long

Beach and Los Angeles and increased coverage in the other parts of the County. Mobilization costs are incorporated in the LBPB and LAPD cost proposals. Staff will negotiate the transition costs with LASD. In the event Metro and LASD can't reach agreement, staff will initiate negotiations with the contract cities to compensate them for dedicated, enhanced patrols of transit service within their jurisdiction. This will ensure service throughout the entire county.

DETERMINATION OF SAFETY IMPACT

The authorization of the law enforcement contract will enhance the security of patrons and employees, as well as improve Metro's ability to safeguard critical transportation infrastructure.

FINANCIAL IMPACT

The total five year contract amount is ~~\$526,585,832~~ \$546,585,832. The contract costs for the balance of the fiscal year is \$22.9M. Staff will return during the agency-wide mid-year budget amendment to request the additional funds necessary once the transition/demobilization agreement is finalized. Since this is a multi-year contract, the System Security and Law Enforcement Department will update its budget on an annual basis to fund years two (2) through five (5).

Impact to Budget

The source of funds for this project will be local operating funds including sales tax Proposition A, C, TDA, and Measure R. These funds are eligible for bus and rail operations.

ALTERNATIVES CONSIDERED

Three alternatives were considered:

1. The Board may decline to approve the contract award. This alternative is not recommended because Metro currently does not have an internal police force.
2. The Board may award an extension or renewal of the current County of Los Angeles contract without modifying the scope of work. This alternative is not recommended because of an immediate need to improve overall performance and law enforcement visibility, per OIG audit, APTA Peer Review, and Ad-Hoc Transit Policing Committee.
3. The Board may award a single agency law enforcement contract award. This alternative is not recommended, several transit agencies throughout the country have implemented a similar multi-agency model and that model supports the key findings and policy direction by the Board to provide a consistent and reliable law enforcement presence to assure the safety of Metro's patrons and employees.

NEXT STEPS

Upon approval by the Board, staff will negotiate a demobilization/transition agreement with LASD, as

well as execute agreements with LASD, LAPD, and LBPD.

ATTACHMENTS

Attachment A - Comprehensive Security & Policing Principles Strategy

Attachment B - OIG LASD Contract Audit. June 2014

Attachment C - APTA Peer Review. July 2014

Attachment D - OIG Review of Metro Law Enforcement and Security Options. April 2015

Attachment E - OIG Metro Policing and Security Workload Staffing Analysis. Jan 2016

Attachment F - Procurement Summary

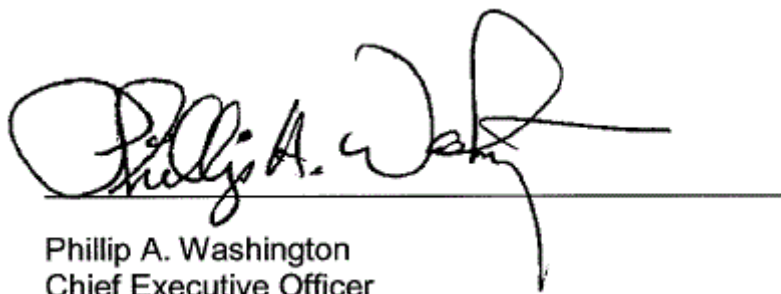
Attachment G - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

Comprehensive Security & Policing Principles Strategy

A consistent and reliable law enforcement presence is necessary to assure the safety of Metro's patrons and employees. Metro has developed a comprehensive security and policing principles strategy. To maximize effectiveness, the law enforcement team's primary focus will be to address crime, disorder and reducing the system's vulnerability to terrorism. Metro's internal security force will assume fare enforcement and CCTV monitoring duties, and the private sector security officers will be positioned at stations and facilities.

The key services required as part of the Metro safety and security mission are:

- Addressing Crime and Responding to Calls for Service or Incidents – requires sworn law enforcement officers who have full powers to detain and arrest and to use force as required to provide this mission element.
- Providing a Visible Security Presence – on the Metro system as a deterrent to crime and disorder, as well as the other critical incidents like terrorist attacks. This service could be provided by law enforcement personnel, but may also be provided by well-trained and well-managed private security personnel.
- Enforcing Fare Compliance – on the Metro system, as well as enforcing Metro's customer code of conduct. Providing this service does not require law enforcement sworn personnel and will be performed by Metro security.
- Protecting Metro's Critical Infrastructure – Providing critical infrastructure protection requires a combination of law enforcement personnel and Metro security.
- Providing Security for Metro Facilities and Operations through private security units that patrol the various Metro facilities and provide a visible security presence for those facilities.

Attachment B

OIG LASD Contract Audit. June 2014

Hyperlink: http://libraryarchives.metro.net/DB_Attachments/161109_Attachment%20B%20-OIG%20LASD%20Contract%20Audit%20Report%20June%202014.pdf



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SPECIAL BOARD MEETING

September 4, 2014

SUBJECT: AUDIT AND AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA) PEER REVIEW OF THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT CONTRACT

ACTION: RECEIVE AND FILE

RECOMMENDATION

- A. Receive and file this Office of the Inspector General (OIG) report on the audit of the contract with the Los Angeles County Sheriff's Department (LASD); and
- B. Receive oral report on the LASD Audit and APTA Peer Review of Metro's transit security.

ISSUE

The Metro Board directed the OIG to audit the transit policing contract between LASD and Metro.

DISCUSSION

The audit found that recently LASD has improved the impact of policing activities throughout the transit system. More citations have been written, the number of fare checks has increased, officer morale has generally increased, and plans to address staffing issues and other improvements are underway. The audit report identified a number of opportunities to improve operations and made appropriate recommendations. LASD has begun to take significant steps to address the recommendations in the report such as creating a LASD Transportation Division and appointing a new division chief.

1. Scope of the Review

The OIG prepared a comprehensive scope of work for the Request for Proposal to obtain an expert consultant to perform this audit. Bazilio Cobb Associates (BCA) was hired to perform the audit. The audit team included internationally recognized policing experts from across the U.S. provided by the Bratton Group, LLC, a subcontractor of BCA. The scope of this review focused on:

- Transit Community Policing Plan
- Requirements for Bus Operations

- Requirements for Rail Operations
- Communications
- Management Oversight and Performance Metrics
- Reports and Analyses
- Complaints
- Security Organization and Responsibilities
- Personnel and Billing
- Independent Audits and Reviews

2. Background

The Los Angeles County Metropolitan Transportation Authority (Metro) has a 3-year Memorandum of Agreement (MOU) (with 2 one-year options) with the Los Angeles County Sheriff's Department (LASD) to provide Metro with transit community policing services. This MOU became effective on July 1, 2009. The contract amount for services from the LASD ranged between \$65.9 million and \$83.0 million annually from FY 2009 through FY 2014. Because the contract expires on June 30, 2014, a 6-month extension was approved in April 2014. LASD's Transit Services Bureau (TSB) performs the policing services required by the contract.

3. Results of the Evaluation

The consultant completed the review and issued a comprehensive audit report on the LASD contract, which was distributed to the Board and Metro management on June 3, 2014. Significant findings are summarized below:

- a. Transit Community Policing. Metro's Scope of Work for the LASD-Metro contract states that LASD is to provide "transit community policing services" for all Metro service lines (including bus lines) and stations, and stipulates specific characteristics and expectations for the transit community policing services, including requirements related to personnel, operations, and services provided. However, LASD did not provide a Transit Community Policing Plan or Program.
- b. Requirements for Bus Operations. The LASD has not developed an annual bus operations policing plan or strategy, and the TSB has no central plan to address the challenges and operational necessities of crime and disorder on buses.
- c. Requirements for Rail Operations. LASD has not provided a specific plan or strategy relating to rail operations as required by the LASD-Metro contract.
- d. Communications. Metro's Scope of Work requires a Police Radio Dispatch and Communications Capability that minimizes response times for calls for service. We found that:
 - LASD's reported response times generally met targeted goals; however, the data provided did not provide an accurate picture of actual response times.

- LASD's Transit Services Bureau does not consistently conduct month-to-month comparisons whereby patterns can be identified and progress in lowering response times ascertained.
 - The current Communications Center facility site is cramped and not organized to be effective.
 - There is no specific transit-related training for Deputies and law enforcement technicians assigned to call-taking and dispatch duties at command centers.
- e. Management, Oversight, and Performance Metrics. Metro has not developed a formal plan or methodology for contract oversight, and no staff are fully dedicated to contract oversight. Performance metrics were developed and included in the contract extensions beginning in FY 2012; however, LASD had not met many of the targets for performance metrics, including crime reduction, continuity of staff, and fare enforcement saturation and activity rates.
- f. Reports and Analyses. With the implementation of TAP, LASD personnel began using a mobile phone validator to verify fares. The current mobile phone validator is inadequate and has limited functionality. Also, the three units of the LASD that would be part of a tactical response to critical incidents did not have ready access to needed information and had difficulty finding specific locations within Metro facilities, such as rail line vents where the alarm had sounded. Their blueprints of the rail stations were not up to date, nor were they readily accessible. They had no information on other Metro facilities such as bus divisions or maintenance facilities.
- g. Complaints. The complaint disposition categories used by the LASD do not adequately result in a conclusion of fact regarding the specific allegations made in the complaint. In addition, timelines established by LASD policy for sending acknowledgement and outcome letters are not met for most complaints.
- h. Security Organization and Responsibilities. The current contract created a dual chain of command for Metro Security by assigning a LASD Lieutenant as Director of Metro Security, while command and control is assigned to the Metro DEO. This dual chain of command has not been effective in managing and supervising Metro Security. Also, the roles and responsibilities of Metro Security have not been clearly or appropriately defined, and in some instances, current roles extend beyond the authority and common practice of security officers.
- i. Personnel and Billing. LASD did not submit adequate supporting documentation with their monthly billings and does not have an adequate time recording and record keeping system to track personnel's time records related to the Metro Contract. Other observations included:
- LASD filled some TSB positions via the Cadre of Administrative Relief Personnel (CARP) program which resulted in a lack of expertise, equipment,

and familiarity in transit operations at the line level. Metro paid LASD for the CARP personnel at the same rate as permanently assigned personnel.

- LASD has not provided the staffing levels required under the contract. There are continued vacancies in officer, supervisory, and managerial positions.
 - Some LASD personnel time was billed twice to Metro when personnel whose costs are included in the billing rates also generate direct billed time.
- j. Independent Audits and Reviews. A review of Metro Transit Security was conducted in 2008 and an operations assessment of Metro included a brief section on Security and Law Enforcement as part of their review of Essential Operating Department Support. The majority of recommendations from both reports were not implemented, and there was no indication whether the recommendations were followed up. Further, Metro has not taken advantage of periodic contract performance audits of the services provided by LASD as a contract compliance tool.

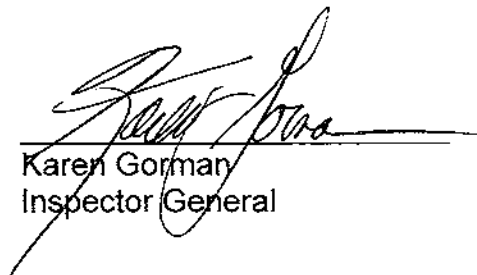
4. Report Recommendations

The consultant's report included 50 recommendations to improve the compliance and effectiveness of the LASD contract. Both LASD and Metro management agreed with the majority of the findings and recommendations in the report and indicated that the recommendations will be evaluated and corrective actions initiated where appropriate.

ATTACHMENT

- A. Report of the American Transportation Association Peer Review Panel on Transit Security Provided by Los Angeles County Metropolitan Transportation Authority

Prepared by Jack Shigetomi, Deputy Inspector General - Audits
(213) 244-7305



Karen Gorman
Inspector General

**REPORT
OF THE
AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
PEER REVIEW PANEL
FOR
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
Los Angeles, California**

July 2014



**A Service of the Safety Management (Peer Review) Program of the
American Public Transportation Association**

REPORT
OF THE
AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
PEER REVIEW PANEL
ON
TRANSIT SECURITY
PROVIDED BY
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

PANEL MEMBERS:

James Spiller
David Jutilla
James Keating
David Hahn

Published by the
American Public Transportation Association
1666 K Street, NW, 11th Floor
Washington, DC 20006
Michael P. Melaniphy, President

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I. INTRODUCTION

In June 2014, Mr. Arthur T. Leahy, Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority (LACMTA) contacted the American Public Transportation Association (APTA) to request a peer review of the agency's transit security force.

Through discussions between APTA and LACMTA staff, it was determined the review would be conducted July 7 – 10, 2014.

A panel of industry peers was assembled that possessed expertise in transit security services provided at large transit agencies. The peer review panel consisted of the following transit individuals:

MR. JAMES SPILLER
Chief of Police
Dallas Area Rapid Transit
Dallas, TX

MR. DAVID JUTILLA
Chief of Police
King County Metro
Seattle, Washington

MR. JAMES KEATING
Vice President, Security Services
Chicago Transit Authority
Chicago, IL

MR. DAVID HAHN
Senior Program Specialist – Safety & Security
American Public Transportation Association
Washington, DC

The panel convened in Los Angeles, California on July 7, 2014. Panel coordination and logistical support was provided by APTA Staff Advisor David Hahn. Mr. Hahn also coordinated panel member input in the drafting of this peer review report. Duane Martin provided agency liaison support.

Methodology

The APTA Peer Review process is well established as a valuable resource to the public transit industry. Highly experienced and respected transit professionals voluntarily provide their time and support to address the scope required.

The panel conducted this review through facilities and operations observations, a series of briefings and interviews with personnel of Los Angeles County Metropolitan Transportation Authority and the Los Angeles Sheriff's Department.

Scope of Report

The scope of this review focused on evaluating the transit security and policing program at LACMTA as well as the Los Angeles Sheriff's Department contract to ensure the safety of its riders and frontline employees. The observations and recommendations provided through this peer review are offered as an industry resource as a means of strengthening the agency's transit programs, practices and strategies.

The review will focus on the following areas:

- Contract management / oversight
- Personnel / billing
- Transit community policing
- Requirements for bus operations
- Requirements for rail operations
- Fare collection

I. OBSERVATIONS AND RECOMMENDATIONS

OPENING COMMENTS

LACMTA is unique among the nation's transportation agencies. It serves one of the country's largest, most populous counties. More than 9.6 million people utilize its 1,433-square-mile service area. The panel commends LACMTA for initiating the peer review and found that LACMTA is well respected within the North American transit industry for the services it provides and the quality of its management team.

At the same time the panel found that there are opportunities to enhance the organization's current and future contract for policing services and those findings and related recommendations are provided in this briefing.

GENERAL OBSERVATION

The panel found that Metro is currently performing contract oversight to the best of their ability, despite limited resources. Metro is supplying LASD with significant resources, locations and assets to help assist in ensuring the transit system is combating crime and providing emergency response and passenger safety. LASD is currently performing a significant number of fare evasion citations, arrests and generally fulfilling many of the requirements in the contract with Metro. The decision by LASD to reorganize and create the Transit Police Division has helped moral and is a positive move toward strengthening policing on Metro.

1. CONTRACT MANAGEMENT AND OVERSIGHT

Metro is not currently fully enforcing all of the current requirements within their current policing contract. There seems to be a disconnect between Metro and LASD with regard to the handling of contract regulations, reporting requirements and policing philosophies.

RECOMMENDATIONS

- Metro should designate or create a position within Metro (Director of Security) that is directly responsible for contract oversight, management of the policing, Metro security and private security contracts to ensure the public safety, fare collection and system infrastructure is protected. This critical position should be responsible for maintaining the internal, external security policing functions along with program oversight.
- Metro should consider seeking outside council or expertise to craft the next policing contract to satisfy the numerous requirements.
- The performance measurements, metric, expectations, goals and objectives should be fully defined and evaluated to satisfy Metro's interests.
- LASD is currently billing via deployable minutes for hours worked per employee. Metro should consider rewording the next contract to bill via a fully burdened rate of Full Time Equivalents instead of the current billing practices.
- Contracts should consider requesting salaries reconciliation for vacancies. A salary savings on unfilled vacancies should be enforced.

- The new Director of Security should enforce the current invoices and payment section requirements located on section (E.) of the current contract.
- The new contract should submit monthly reports that include detailed invoices.

2. COMMUNITY POLICING

LASD is not currently utilizing a policing strategy that focuses on Community policing. During the peer review the LASD mentioned that they were working toward this strategy. However the panel found the COPS and Ops meeting is very supportive in strengthening the relationship between Metro and LASD.

RECOMMENDATIONS

- Partnership needs to be strengthened between Metro and LASD. It is currently fragmented and many aspects are not fully understood by either entity.
- Rail - LASD should consider implementing a plan focusing on geographical policing with dedicated FTEs for Bus and Rail. Officers should be on the platforms and interact with the customers. Officers should ride the trains to deter crime and assist with deterring Fare Evasion.
- Bus - Patrol officers should be out on bus routes and transit centers, transit facilities and problem zones (hot spots).
- A legal review of Metro's security officers as "armed security guards" should be conducted.
- Metro's security officers could be utilized for Fare Enforcement positions to collect the millions that Metro is not currently collecting due to their high fare evasion rate.
- Metro should require LASD to utilize a policing strategy that addresses public safety on all 3 shifts when crime is occurring. This is addressed on page 3, section B.2 of the current contract.
 - Adjusted resources for revenue service after 2100 – 0100 hours should be considered.
- Attainable service level goals are not being met. Metro should consider providing updates to LASD during the ILP meetings so LASD is receiving prompt feedback on all of the requirements.
- A daily detail sheet should be provided to the Director of Security by the LASD so he/she knows the daily staffing level by mode, line and route.
- Redefine the roles and responsibilities of the Lieutenant within the LASD so the Metro Director of Security performs these duties.
- Contract security guards should be placed at fixed locations based on intelligence led policing.
- Metro should consider reevaluating the security contracts for RMI to protect Metro facilities, perform infrastructure protection and revenue collection instead of utilizing their current Metro security officers to perform these tasks. These security contractors should be certified by the State of California to perform these tasks.
- The LASD should consider reallocated resources from Rail Operation to Bus Operations after an analysis has been approved by the Director of Security.

- Consider identifying Metro and uniformed transit police vehicles as “Metro Transit” this will aid customers, Metro employees to associate the Deputies as “Metro Transit” police instead of a separate Sheriff division that assists Metro.
- Consider distributing appropriate weekly information bulletin to the Rail and Bus Executive Directors and include them at the ILP meeting. The Directors should provide feedback to the LASD on current issues this will help strengthen the partnership between the agencies.

3. REQUIREMENTS FOR RAIL OPERATIONS

Currently Metro does not have a Policing Strategy and Plan from LASD that addresses Rail Operations.

RECOMMENDATIONS

- Metro should request a written policing philosophy, strategy and plan that addresses the Rail Policing strategies from LASD.
- LASD should consider reduced squad patrolling (no congregating) at stations unless specifically assigned to an area for a special event or situation.

4. REQUIREMENTS FOR BUS OPERATIONS

Metro does not currently have a Policing strategy and plan that addresses the Policing of Bus Operations from LASD. The panel found that LASD primarily focuses on Rail security instead of Bus. The Metro service size area is very large and can be a challenge to reach certain buses in a reasonable amount of time which has resulted in emergency response time as long as 20 minutes.

RECOMMENDATIONS

- MOUs should be established or strengthened to assist LASD to utilize local police jurisdictions to respond to bus calls and decrease the response time.
- Deputies could help strengthen the current relationship by communicating with bus operators and discussing any problems on routes.
- LASD should develop a patrol functions for bus that addresses crime reports, call for service and hot spots.
- Police visibility at transit centers should be increased.
- Bus response team should be utilized more frequently to help reduce bus crimes.
- Law enforcement service requests should be followed up by LASD based on the severity of the situation or suspect information. This should include follow up with the bus operator to complete the feedback loop.
- Metro should consider migrating daily incident reports to an electronic reporting system instead of using paper reports to increase efficiency, assist with trend analysis and COPS on a Dot deployment.

5. FARE ENFORCEMENT

The Sherriff's Department is currently working toward fulfilling the requirements of the contract regarding Fare Enforcement.

RECOMMENDATIONS

- Perform rail and bus ride “alongs” and verify fare taps during on-board deployment.
- Utilize resources by employing alternate personnel to conduct station taps.
- Consider revisiting the fare violation policy and the penalties associated with violations, trespassing. Subsequent violations could be grounds for suspension or criminal prosecution.

IV. CONCLUDING REMARKS

Through the review, the panel has had the opportunity to become familiar with the management strategies, performance metrics of Los Angeles County Metropolitan Transportation Authority. It is evident to the panel that while opportunities exist to strengthen LACMTA's security practices, the transit agency is striving to effectively and accurately provide public safety and is striving to improve fare collection by a skilled and competent management team.

The panel sincerely appreciates the support and assistance extended to the panel by the staff of Los Angeles County Metropolitan Transportation Authority. The panel stands available to assist with any clarification or subsequent support that may be needed.

APPENDIX

APPENDIX A



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6883 Tel
213.922.7447 Fax
metro.net

June 5, 2014

Michael P. Melaniphy, President
American Public Transportation Association
1666 K Street NW, 11th Floor
Washington, D.C. 20006

Dear Mr. Melaniphy:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) requests the assistance of APTA in coordinating a peer review of our Los Angeles Metro Transit Security, including the Los Angeles County Sheriff's Department (LASD) and our own Transit Security force. Our primary concern is the existing, now expired contract with the LASD. The Metro Board of Directors has voiced concerns about the efficacy of the existing contractor and deployment strategy in ensuring the safety of our riders and frontline employees, as well as enforcement of fares. We are in the process of writing a new request for proposal (RFP) inviting participation from all policing agencies in the Los Angeles County region.

We request APTA's assistance in bringing together a peer panel of professional comparably sized organizations and individuals who are experienced with transit security services. The overall scope of the transit security peer review will focus on two areas. First, the development of a process to award a new contract by sharing transit security procurement process, selection, and contract development best practices. Second, the development of best practices to strengthen Metro's transit security program by developing strategies to maximize the police and fare enforcement officer deployment, enforcement policies, crisis management protocols, crime reporting, and policing methodology. For an effective peer review process, we anticipate a panel of up to five (5) members.

We would like to proceed with the peer review immediately. Duane Martin has begun working with APTA. He will be your contact during this review and will assemble a team to support the Peer Review Panel. Duane can be reached at 213.922.7460 (office) or martind@metro.net.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

Attachment: Appendix A

APTA – LACMTA
Security Peer Review Agenda

Appendix B

Tuesday, July 8, 2014

- 7:30 AM – Duane and Lt. Rivers will meet panel members at hotel for pickup
- 9:00 AM – Opening Meeting with CEO, Chiefs, Safety & Security Department (DCEO Lindy Lee)
- 9:30 AM – Office of Management and Budget (Nalini Ahuja)
- 10:00 AM – Security Department (Lt. Rivers)
- 12:00 PM – LUNCH
- 1:00 PM – Safety (Vijay Khawani)
- 2:00 PM – Risk Management (Greg Kildare)
- 3:00 PM – Operations (Steve Rank and Robert Castanon)
- 4:00 PM – Human Resources (Stephan Chasnov)
- 5:00 PM – Return to hotel- panel members have dinner on their own to discuss report

Wednesday, July 9, 2014

- 7:15 AM – Duane will meet panel members at hotel for pick up
- 8:00 AM to 10:00 AM – Ride Blue Line to the ROC
- 10:00 to 10:30 AM – Intelligence Lead Policing Meeting
- 10:30AM to 11:30 AM – Meet with Commander and Chief
- 12:00 PM – Return to hotel to develop report

Thursday, July 10, 2014

- 7:30 AM – Meet at hotel for pick up
- 8:45 AM – Closing Conference (CEO, Security Department)
- 9:00 AM – CEO Conference Call with CEO
- 11:00 AM- Depart for airport



Metro Office of the Inspector General

**Review of Metro Law Enforcement
and Security Options**

April 2015

Submitted by

BCA Watson Rice LLP

in association with

Strategic Policy Partnership, LLC

and

Chief Paul MacMillan (Retired)

Massachusetts Bay Transportation Authority

April 3, 2015

Karen Gorman, Inspector General
Office of the Inspector General
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-4-5
Los Angeles, CA 90012

RE: REVIEW OF METRO LAW ENFORCEMENT AND SECURITY OPTIONS

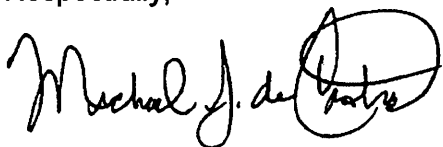
Dear Ms. Gorman,

BCA Watson Rice LLP is pleased to submit this report on our review of Metro Law Enforcement and Security Options. This report was prepared with assistance from Robert Wasserman and Paul MacMillan. Robert Wasserman is the Chairman of Strategic Policy Partnership, LLC, and was the lead consultant for The Bratton Group during our recent audit of Metro's contract with the Los Angeles Sheriff's Department. Paul MacMillan was the Chief of Police of the Massachusetts Bay Transportation Authority (MBTA) Police Department until November 2014.

Our report provides analysis of the advantages and disadvantages of each of the four law enforcement and security options. Our report also provides considerations for review, discussion and resolution moving forward.

We appreciate the cooperation and assistance we received from Metro management and the management of the Los Angeles Sheriff's Department. We reviewed and discussed the draft report with Metro staff and made changes based on their input and suggestions. They are in agreement with the content and recommendations contained in this report.

Respectfully,



Michael J. de Castro
Managing Partner

Robert Wasserman

Robert Wasserman, Chairman
Strategic Policy Partnership, LLC



Paul MacMillan, Chief of Police (Retired)
Massachusetts Bay Transportation Authority



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1. Executive Summary

Background

Metro's current contract with the Los Angeles County Sheriff's Department (LASD) includes personnel at a total annual cost of \$88.7 million. Current sworn staffing is budgeted at 468 positions, with 425 actual filled sworn positions. Civilian or professional staffing is currently budgeted at 176, with 138 actual filled staff positions. (The civilian positions include 106 budgeted security assistant (fare enforcement) positions, with 89 actual filled security assistant positions.)

Metro also directly employs transit security officers to provide security over Metro facilities. Metro is in the process of developing and issuing a request for proposals (RFP), selecting and awarding a contract for the law enforcement and security services currently provided by the LASD. In January 2015, Metro staff presented information on three potential options on the structure for the future law enforcement and security services during a briefing of the Board staff. During this meeting the Board staff identified a fourth potential option.

Objective and Scope

The objective and scope of work for this project was to examine four options for providing law enforcement and security services to the Metro system. Three of the options were presented to the Board staff and the Ad Hoc Transit Policing Committee in January 2015, and Board staff added the fourth option.

As Metro continues to expand its services and the perception of safety and good order continue to be a concern to the Board, the customers and the employees, important decisions need to be made relative to the best way to provide for law enforcement and security.

Analysis of Security Service Options

The options were presented with preliminary cost estimates made by Metro staff that allowed some comparison based on the financial implications of the various options. However, those cost estimates need to be more fully vetted to ensure they contain accurate cost information including ancillary or hidden costs that may accrue over the length of the contract. In addition, the analysis was based on the average in-service staffing by LASD rather than the total number of LASD staff so an appropriate cost comparison was problematic. Cost should always be a consideration when deciding the ultimate security and policing strategy, however, it should not be the deciding factor.

Transit agencies throughout the country use various policing strategies to provide for the safety and security of their employees and customers. Some have their own dedicated police forces and others use their city police department to police the system when no jurisdictional issues are of concern. Others use a hybrid system of local police and security officers while some contract out the entire security policing function to private security officers. There is no one model that can be used as a comparison for the LA Metro system. Each system has developed their policing strategy over time based on historical precedence and the political environment at any given time.



Regardless, most, if not all, rely on cooperation of local law enforcement agencies to respond to incidents that require immediate police action.

The discussions that follow are based on the consultants' collective experience and understanding of current LASD staffing levels. Based on industry best practices the reduction in law enforcement staffing levels in the three options presented by Metro staff would not be appropriate given the size of the Metro transit system, both in ridership and geographical area covered.

The following summarizes our perspectives of the four options presented to and discussed by Board staff.

- **Option 1** proposes using a single law enforcement agency to police the system, reducing the number of sworn officers and deploying additional LA Metro security to provide a visible presence on the system. While we do not recommend reductions in sworn officer staffing levels based on the need to provide law enforcement coverage and response, the assignment of security officers that fall under the direction of Metro staff could provide a visible presence that would allow for the perception of enhanced security.
- **Option 2** proposes using multiple law enforcement agencies to police the system, with sworn staffing below what is currently provided. The management and oversight of this option would be difficult to maintain. It would divide the entire system in a number of contracts that must be managed separately. This would not be practicable nor would it provide a consistent level of security throughout the system. That being said, the contracting out of some of the service areas (e.g., Los Angeles, Long Beach, Pasadena) should not be totally discounted. Metro should also maximize the use of basic services that should be provided at no cost by local law enforcement agencies.
- **Option 3** proposes the creation of a distinct police force dedicated to Metro. This option would require large startup costs over an extended period of time. It would also limit the involvement of the specialized assets and training that a larger law enforcement agency has to offer. Ongoing recruitment, training and equipment costs make this option impractical. It should be pointed out that this option was originally used to police the Metro system and was abandoned several years ago.
- **Option 4** maintains current sworn officer staffing levels and augments them with Metro security. In order to implement a full community and operational policing strategy for the Metro system, the current level of sworn officers could be revised based on risk, staffing, and deployment analysis. Further research and data analysis would be necessary to determine the optimum number and mix of personnel. This option is the most reasonable from a system safety perspective of the four options.

With an appropriate deployment and community policing strategy and operational strategies for buses and rail in place, the current model of a single law enforcement agency being supplemented by Metro security staff seems to be the most viable option



to provide security for LA Metro. Financial considerations notwithstanding, it would appear to be the most effective strategy as the system continues to expand.

Metro staff needs to ensure that they have input into the deployment strategy of LASD personnel and deployment of Metro security personnel. This input, combined with continual oversight and effective management and coordination are crucial to the success of the next contract.

Considerations Moving Forward

The following are key realities and issues that should be considered, discussed, and resolved to the extent possible to most effectively move forward.

- **Current Staffing and Deployment** of services provided by LASD have evolved over time and are not based on an in-depth analysis of workload (crime, calls for service, coverage, etc.) or the risks and risk mitigation strategies needed to address those risks. Moving forward, conducting an in-depth analysis of workload, a risk assessment, identifying risk mitigation strategies, and identifying the staffing and deployment needs and approach to implement these strategies should be accomplished to provide a foundation for evaluating future options, and to arrive at the optimum number and mix of law enforcement and security personnel.
- **The Role of Security Officers** is to provide a visible deterrence, as well as to observe and report any unlawful activity to law enforcement. Metro security officers are not sworn or certified law-enforcement officers and do not have authority to detain or arrest. They cannot be responsible for responding to law enforcement incidents. While Metro security officers may play an effective role in expanded fare enforcement efforts, replacing large numbers of sworn law enforcement personnel with security personnel would likely result in a severe reduction in the level of public safety and security within the system and slower response times to incidents throughout the system.
- **Local Law Enforcement Agencies** have a responsibility to provide basic services to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions. Metro should not have to contract with these agencies for these basic services, but may choose to contract for dedicated or supplemental resources from local agencies. It is important that Metro and local jurisdictions understand that the current staffing provided by LASD can in no way provide complete police coverage of the transit system spread over many square miles, particularly with regard to buses. Local law enforcement should provide first response unless a Metro contracted law enforcement unit is nearby.
- **Management and Oversight** of law enforcement services is key to the safety and security of the Metro system regardless of the structure. Establishing short and long-term priorities for law enforcement services is a critical role for Metro management. The current contract provides opportunities for Metro to accomplish this, including development of the bus and rail policing strategies with



the contracted law enforcement agency, which should provide specific guidance on how the contracted law enforcement agency will use its resources to impact priority problems on the transit system. Directing actual law enforcement personnel and resources will not be effective until priorities are clearly identified and communicated.

Recommended Next Steps

The following are the next steps we recommend be taken by Metro management to most effectively move forward:

- Conduct an in-depth analysis of workload, a risk assessment, risk mitigation strategies, and the staffing and deployment needs and approach to implement these strategies to provide a foundation for evaluating future options, and to arrive at the optimum number and mix of law enforcement and security personnel.
- Work with local law enforcement agencies to identify the level of basic services these agencies can provide to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions. Develop agreements with these agencies to both improve service to Metro and reduce the need for contracted law enforcement services.
- Regarding the timing for selecting future law enforcement contract services, either:
 - Extend the current law enforcement services contract until such time as the in-depth analysis of workload, risk assessment, risk mitigation strategies, and the staffing and deployment needs and approach to implement these strategies is completed, or
 - Issue the Request for Proposals (RFP) for law enforcement services assuming continuation of the current service levels, with the caveat that the level of services would be adjusted upon completion of the risk assessment and staffing and deployment analysis.
- Clearly define the appropriate role for Metro security personnel based on their level of authority, and ensure training, weaponry, and equipment is consistent with that role.
- Establish short and long-term priorities for law enforcement services and develop an effective means of providing oversight to ensure contract services are provided consistent with these priorities.
- If budget constraints dictate that the budget for law enforcement services be reduced, request the LASD to provide options and impact for varying levels (10%, 20% 30%) of budget reductions.
- Continue to move forward on implementation of the recommendations made in the LASD Contract Audit and the APTA Peer Review issued in 2014.



2. Background

The Los Angeles County Metropolitan Transportation Authority (Metro) contracted with the Los Angeles County Sheriff's Department (LASD) to provide Metro with transit law enforcement services on July 1, 2009. The initial contract was for 3 years, and provided for a renewal for two additional years. The contract has been extended to cover the current fiscal year, at a total annual cost of \$88.7 million. Under this extension, current sworn staffing is budgeted at 468 positions, with 425 actual filled sworn positions. Civilian or professional staffing is currently budgeted at 176, with 138 actual filled staff positions. (The civilian positions include 106 budgeted security assistant (fare enforcement) positions, with 89 actual filled security assistant positions.)¹

Metro also directly employs transit security officers. Metro Security's primary role is to provide security for Metro facilities. This includes the Gateway Building, parking lots, bus division facilities, and similar operations. It also includes providing security over Metro revenue collection and cash counting operations. In these roles, Metro Security has the role of providing a visible deterrence, as well as to observe and report any unlawful activity to law enforcement.

Metro is in the process of developing and issuing a request for proposals (RFP), selecting and awarding a contract for the law enforcement services currently provided by the LASD. In January 2015, Metro staff presented the Board staff with information on three potential options on the structure for the future law enforcement contract. During this meeting the Board staff identified a fourth potential option. These options are:

- Option 1. Use a single law enforcement agency to allocate police officers/deputies as guided and defined by Metro. Reduce the number of sworn officers, and direct deployment of Metro employed Transit Security Officers (TSOs) to conduct fare checks and increase safety presence.
- Option 2. Use multiple law enforcement agencies as guided and defined by Metro. Reduce the number of sworn officers, and direct deployment of Metro employed TSOs to conduct fare checks and increase safety presence.

¹ LASD Full Time Equivalent (FTE) Staffing and Minutes of Service Provided - The contracting and billing approach used by the LASD is based on providing and billing for line level units of service. Examples include a 40-hour one-deputy unit, a 56-hour two-deputy unit. The amount of line level service units contracted for is developed into a staffing plan, which includes the number of full-time equivalent (FTE) LASD personnel needed to both provide the line level units, and to provide the management, supervision, and support for these units. The FTE staffing in the current LASD contract extension includes a total of 468 budgeted FTE sworn positions, and a total of 176 budgeted professional or civilian FTE positions. The contract requires the LASD to provide the contracted service units (tracked and billed in minutes) rather than the FTE employees. In this way, the service is intended to be consistent, regardless of vacancies within the FTE staffing due to turnover, extended sick time, or workers compensation absences. It is also important to note that law enforcement services are provided 24 hours each day, 7 days a week, and 365 days each year. As a result, the actual number of sworn staff on duty at any given time will range from about 140 to 180 sworn personnel.



- Option 3. Use only Metro police and TSOs. Allocation of security staff established by Metro.
- Option 4. Maintain the same level of sworn officers, but deploy them differently to enhance security; and increase the number of Metro TSOs. (Note: this option was not presented by Metro staff, but was developed through Board staff discussion.)



3. Objectives, Scope and Methodology

The objective of this review was to evaluate the four options discussed during the January 2015 Board staff briefing regarding the Metro Law Enforcement Services Contract as outlined in the Statement of Work provided by Metro Office of the Inspector General. The Statement of Work for this review specifically required the following tasks be completed:

- A. Review relevant portions concerning deployment and staffing only of:
 1. Audit report on the LASD contract
 2. Transit Community Policing Plan prepared by LASD
 3. APTA peer review report on transit security
 4. Power point on Metro Security Contract
- B. Interview (via telephone/webcam):
 1. LASD management, and
 2. Metro management and other appropriate staff, and
 3. Other persons who might have information or input helpful to the analysis.
- C. Analyze the four options concerning deployment and staffing discussed above and as set forth in Metro Staff's presentation, and any other options that the consultant might recommend for the future Metro Security Contract considering the following:
 - Consistent with industry and/or APTA best practices,
 - Consultant's experience and expertise with transit community policing,
 - Maximizing security and safety while achieving efficiency and cost effectiveness,
 - Providing effective and efficient bus security and safety, and
 - Recommendations and findings made in the audit report on the LASD contract and the APTA peer review report.
- D. Provide a written analysis of the pros and cons of each security contract Option analyzed in terms of deployment, staffing (i.e., ratio of law enforcement to Metro transit security), and use of one or multiple law enforcement entities, and recommend which option would provide the best path forward considering the areas described in Section C above.



4. Analysis of Law Enforcement and Security Service Options

Below we provide our analysis of the four options presented and discussed at the January Board staff meeting. This discussion includes an overview of each, as well as analysis of each using the following five criteria:

- Law Enforcement Response and Service Effectiveness
- Control and Oversight over Service Delivery
- Fare Enforcement Effectiveness
- Legal Liability Potential

Option 1: Single Law Enforcement Agency at Reduced Staffing Level, Supplemented by Metro Security Officers

This option increased the level of non-law enforcement security coverage, especially to the bus system. This was accomplished by reducing the number of sworn personnel currently being provided by the LASD. Metro Security staffing would be increased. These Metro Security personnel would be deployed throughout the bus and rail system in teams with supervision by Transit Security Sergeants.

Exhibit 1 Option 1: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	Deployment of sworn personnel by Division could improve system coverage.	Reduction in the level of law enforcement personnel staffing and deployment would have a substantial negative impact on the ability to respond to and address incidents or crimes throughout the system. It is unlikely the contract law enforcement agency would accept responsibility for providing the current level of law enforcement services to the Metro system with the reduced staffing levels.
Control and Oversight over Service Delivery	Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.	The security and law enforcement personnel deployed throughout the system would be divided or split between two organizations, each with their own independent organization structure and chain of command.



Exhibit 1		
Option 1: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
		Command, control, and coordination of personnel in the field would be more complicated and difficult.
Fare Enforcement Service Effectiveness	The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.	To be effective, Security Officers would need to be empowered with some sort of fare enforcement authority, which will require some type of lengthy administrative action to occur (e.g. legislation, board approval, union negotiations, etc.). These actions will be time consuming and may have political implications. Security personnel would not be permitted to issue penal code based citations to minors unless the law is changed, resulting in fewer citations for minors. Currently only law enforcement personnel can issue penal code based citations to minors.
Legal Liability Potential	None	Metro Security Officers might appear to the public to be able to respond to crimes in progress and other law enforcement incidents, without having the authority to provide that response. Metro Security Officers, to be helpful, could potentially respond to such incidents, resulting in liability exposure for themselves and Metro.

Option 1, as presented, is not recommended. While there is potential to deploy law enforcement personnel differently and more efficiently, reduction in sworn-personnel provided by the LASD is not realistic without a severe reduction in the level of safety and security within the system. In addition, response times to incidents throughout the



system that require a law enforcement action would likely prove to be unacceptable to the Metro Board and management.

While there may be some advantages to Metro using its own security force to handle fare enforcement and other minor infractions, (e.g. homeless, loitering, smoking, etc.); they need legal authority to conduct these types of interactions. There would also be related training and other ancillary costs that may be difficult to accurately capture for the basis of this report. Despite these costs under this option, it does allow for the deployment of Metro employees at Metro's discretion and under their direct control. More importantly, it provides additional security throughout the system.

Law enforcement personnel duties concerning fare enforcement responsibility could become secondary as a guiding metric. Fare enforcement by the law enforcement agency would then be used more as crime prevention and management strategy, rather than a revenue generating strategy.



Option 2: Multiple Law Enforcement Agencies at Reduced Staffing Level, Supplemented by Metro Security Officers

This option splits the law enforcement contract among multiple agencies, and increases the level of non-law enforcement security coverage, especially to the bus system. This was accomplished by reducing the number of personnel currently provided by the LASD, adding other law enforcement agency personnel, and additional transit security personnel.

Exhibit 2		
Option 2: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	For those locations where local law enforcement agencies would be providing service, response times might be improved due to a concentration of law enforcement personnel dedicated to Metro in those areas.	<p>Reduction in the level of law enforcement personnel staffing and deployment would have a substantial negative impact on the ability to respond to and address incidents or crimes throughout the system in those areas where no local law enforcement agency is under contract to Metro because contract law enforcement personnel would be spread too thinly over a large geographic area.</p> <p>Law enforcement would play a limited role in the overall effectiveness of a community policing strategy.</p> <p>Coordination among multiple organizations and clarity over responsibility for response to individual incidents could potentially negatively impact response and service.</p> <p>It is unlikely the contract law enforcement agencies would accept responsibility for providing dedicated law enforcement services to the Metro system with the staffing levels outlined.</p>



Exhibit 2		
Option 2: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Control and Oversight over Service Delivery	Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.	The security and law enforcement personnel deployed throughout the system would be divided or split among multiple organizations depending on the number of local law enforcement agencies contracted with, each with their independent organization structure and chain of command. Command, control and coordination of personnel in the field would be much more complicated and difficult.
Fare Enforcement Service Effectiveness	The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.	To be effective, Security Officers would need to be empowered with some sort of fare enforcement authority, which will require some type of lengthy administrative action to occur (e.g. legislation, board approval, union negotiations, etc.). These actions will be time consuming and may have political implications. Security personnel would not be permitted to issue penal code based citations to minors unless the law is changed, resulting in fewer citations for minors. Currently only law enforcement personnel can issue penal code based citations to minors.
Legal Liability Potential	None	Placing Security Officers in a position where they appear to the public to be able to provide the appropriate response to crimes in progress and other incidents, without them having the authority to provide that



Exhibit 2		
Option 2: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
		response, puts them in a very difficult position. Metro Security would potentially respond in a manner outside their authority resulting in substantial liability exposure for themselves and Metro.

Option 2, as presented, is not recommended. There is potential to deploy law enforcement personnel differently and more efficiently. There is also potential to supplement the current contract law enforcement services with local police. However, the proposed reduction in the law enforcement services currently provided by the LASD is not realistic without a severe reduction in the level of safety within the system and unacceptable response times to incidents throughout the system.

Under this option, each law enforcement agency would be responsible for coverage in their jurisdiction and the command and control by Metro would be extremely difficult to maintain. The oversight of each individual contract will ultimately prove problematic and unmanageable. Splitting the contract between law enforcement agencies creates an environment where no one has complete ownership of the overall policing strategy. Security effectiveness becomes disjointed and accountability is difficult to maintain.

If the Metro Security force is expanded and law enforcement personnel are reduced the contract law enforcement agency could only react to some of the calls for service. It would be much more limited in undertaking proactive, problem-solving operational services and establishing a strong community policing presence. This is contrary to the current best practice in policing strategies that advocate for a more visible presence and interaction with the community.



Option 3: Establish Metro Police Supplemented by Metro Security Officers

Under this option the Metro Police agency would be reconstituted at reduced sworn staffing levels. Law enforcement personnel would be hired as direct employees of Metro. Metro Police would be supplemented by an increase in the number of Metro Security personnel.

Exhibit 3 Option 3: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	None	<p>Significant reduction in the level of law enforcement personnel staffing and deployment would have a substantial negative impact on the ability to respond to and address incidents or crimes throughout the system.</p> <p>Direct access to specialized units such as tactical teams, explosive detection assets, etc. would be reduced if not eliminated.</p>
Control and Oversight over Service Delivery	<p>Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.</p> <p>The security and law enforcement personnel deployed throughout the system would be combined into one organization. Command and control and coordination of personnel in the field would potentially be more direct.</p>	<p>Metro would lose the ability it currently has to remove law enforcement personnel at will by directing the contract law enforcement agency to reassign individuals. Disciplining and discharging Metro Police personnel could potentially be difficult.</p>
Fare Enforcement Service Effectiveness	<p>The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any</p>	<p>To be effective, Security Officers would need to be empowered with some sort of fare enforcement authority, which will require some type of lengthy administrative action to occur</p>



Exhibit 3		
Option 3: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
	<p>incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.</p>	<p>(e.g. legislation, board approval, union negotiations, etc.). These actions will be time consuming and may have political implications.</p> <p>Security personnel would not be permitted to issue penal code based citations to minors unless the law is changed, resulting in fewer citations for minors. Currently only law enforcement personnel can issue penal code based citations to minors.</p>
Legal Liability Potential	None	<p>Metro Police under this option would have the authority to address law enforcement issues. However, this option relies heavily on the presence of Metro security officers. Placing security officers in a position where they appear to the public to be able to provide the appropriate response to crimes in progress and other incidents, without them having the authority to provide that response, puts them in a very difficult position. Metro Security would potentially respond in a manner outside their authority resulting in substantial liability exposure for themselves and Metro.</p>

Option 3, as presented, is not recommended. The level of Metro Police staffing presented would be lower than the level currently provided by LASD under contract. This reduction in law enforcement services provided is not realistic without a severe reduction in the level of safety and security within the system and unacceptable response times to incidents throughout the system. In addition, the total number of officers is not conducive to a viable community policing strategy for a transit system that continues to expand.



Rebuilding the Metro Police would be a major and lengthy undertaking. There would be a significant transition period while this option is implemented. The costs of this transition have not been factored into this option by Metro staff.

While a Metro Police force would allow for continuous command and oversight, the long-term disadvantages such as personnel issues, liability, union and supervisory concerns would create an increased burden on Metro.



Option 4: Maintain Current Law Enforcement Staffing Deployed Differently, Increase Number of Metro Security Officers

Option 4 was not presented to the Board staff. The Board Staff identified this option through discussion and it was presented to the Ad Hoc Transit Policing Committee. This option maintains the current level of law enforcement services, and increases the level of non-law enforcement security coverage system-wide.

The LASD currently conducts fare enforcement using security assistants. These personnel and costs could potentially be eliminated or reduced given the fare enforcement efforts of the increased Metro Security personnel.

Exhibit 4		
Option 4: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	Service could be enhanced by more effectively deploying LASD personnel as a part of an operational transit policing strategy, as well as specific bus and rail policing plans.	None
Control and Oversight over Service Delivery	Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.	The dedicated law enforcement agency or agencies may discount Metro input relative to deployment citing the ability of Metro to assign security to affected areas
Fare Enforcement Service Effectiveness	The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.	The dedicated law enforcement agency or agencies may limit responsibility for fare enforcement due to Metro security involvement.
Legal Liability Potential	None	Placing Security Officers in a position where they appear to the public to be able to provide



Exhibit 4		
Option 4: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
		the appropriate response to crimes in progress and other incidents, without them having the authority to provide that response, puts them in a very difficult position. Metro Security would potentially respond in a manner outside their authority resulting in substantial liability exposure for themselves and Metro.

This option allows for current staffing levels to be maintained and allows for better control and deployment of Metro Security personnel. Once a deployment and staffing analysis is performed, it may allow for reduction in certain staffing levels within the contract law enforcement agency or agencies when Metro security officers are empowered to perform fare enforcement. Determining an appropriate mix of sworn and non-sworn personnel to police the system should be performed. Creative ways to improve safety and fare compliance at minimum increased cost is a reasonable objective as the Metro system expands. Option 4 could provide a step toward that objective.



5. Considerations Moving Forward – Next Steps

Option 4, maintaining the current law enforcement resources deployed differently, is the most viable option of the four options presented and/or discussed. Determining how these resources should be deployed differently is key to moving forward with providing law enforcement and security services for the Metro System. The following are key issues that should be considered, discussed, resolved and clarified to the extent possible in order to most effectively move forward.

Staffing and Deployment Based on Risks and Risk Mitigation Strategies

Ideally, the current staffing and deployment of LASD law enforcement services should be based on a detailed analysis of the safety and security needs of the Metro system. This would include clear identification of the various risks that face the Metro system followed by a discussion and identification of a set of strategies for mitigating these risks, and clear staffing and deployment needs to implement these risk mitigation strategies.

The current staffing and deployment of the law enforcement services provided by LASD to the Metro System have evolved over time, and does not appear to be fully articulated based on risk and risk mitigation strategies. While deployments in an overarching community policing strategy can be based solely on risk, there are times that other considerations for deployment should be employed. This is especially true in the mass transit environment where high visibility patrols are an effective use of personnel to provide reassurance to the riding public in a reserved fashion, and where civilian personnel can perform the more close-up fare inspection work. Consideration should be given to total ridership by line or by station, crime within a certain distance outside of the station, the location of the station itself (e.g. near a tourist attraction, a hospital, large business, historical landmark, etc.) and political or customer input.

Some of this could have been accomplished through the development of an overall Transit Policing Plan, a Bus Operations Policing Plan, and a Rail Operations Policing Plan. The requirements for these plans in the current law enforcement contract provided the opportunity for Metro to clearly articulate its safety and security priorities and for the LASD to clearly outline strategies to meet these priorities.

Moving forward, conducting a risk assessment, identifying risk mitigation strategies, and then identifying the staffing and deployment needs and approach to implement these strategies should be accomplished to provide a foundation for evaluating future options.

Role of Metro Security

Each of the three options presented to the Board staff included substantial expansion of the use of Metro Security personnel to provide safety and security throughout the system. These three options also included reductions in sworn law enforcement staffing, whether provided by LASD, local law enforcement agencies, or a newly reconstituted Metro Police agency.



Metro Security has the role of providing a visible deterrence, as well as to observe and report an unlawful activity to law enforcement. Metro Security officers are not sworn or certified law-enforcement officers and do not have authority to detain or arrest. They therefore cannot be made responsible for responding to law enforcement incidents.

Metro Security Officers need to be provided training that clearly indicates the limits of their authority to avoid liability concerns. This will allow them to take positive actions when they confront problematic situations. Their role is not minimal; they provide an important adjunct to the law enforcement roles performed by a contracted law enforcement agency as well as local police in meeting Metro's security needs. It is important, however, that they not be expected to take actions that would place them in danger or face liability challenges.

While Metro Security may play an effective role in expanded fare enforcement efforts, security personnel cannot replace law enforcement in areas that require the authority to detain and arrest. A reduction in the level of sworn personnel may reduce safety and security within the system and result in slower response times to incidents throughout the system.

Role of Local Law Enforcement Agencies

The contract with LASD required development of a Memoranda of Understanding (MOU) with police agencies throughout the Metro service area. The intent of the MOU's was to ensure that these agencies would be used to augment or supplement the law enforcement services provided under contract.

Local law enforcement agencies have a responsibility to provide basic services to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions. Particularly with buses, which travel completely above ground and are a part of the urban neighborhood, local law enforcement can best be a first responder to incidents on those buses, just as they are to other situations in the neighborhood. Sharing responsibility with these local law enforcement agencies for responding to some types of incidents on buses and trains is appropriate.

The LASD has been developing MOU's with local police agencies. However, the primary purpose of the MOU's developed appears to be clarifying that the Metro buses and trains are the jurisdiction of the LASD rather than attempting to leverage these local resources to augment and improve law enforcement response to incidents on buses and trains.

It is important that Metro and local jurisdictions understand that the current staffing provided to LASD can in no way provide complete police coverage of the transit system spread over many square miles, particularly with regard to buses. Local law enforcement must provide first response unless an LASD unit is nearby. In those situations, the LASD Transit Services follow-up on the incident will help understand whether it is a part of a pattern requiring strategic responses to prevent future occurrences.



Metro is funding transit policing services so that coverage is provided beyond that which local law enforcement can provide. This is particularly true with regard to rail, which is often very separate from the neighborhood through which it runs. But local law enforcement has a core responsibility to respond to many incidents involving transit in their neighborhoods. This immediate and sometimes dual response should be articulated in any MOU's that are implemented with local law enforcement.

Management and Oversight of Law Enforcement Services

The presentation to the Board staff and Ad Hoc Transit Policing Committee stated that under the current model "LASD establishes priorities for resource allocation and deployment of personnel throughout the system." This expresses a need for increased control over law enforcement resources and services by Metro management. Efforts have been occurring to improve the coordination between LASD and Metro management in the past six months, moving toward a more collaborative approach.

In some areas Metro can exercise more control over contracted law enforcement services than if it directly employed law enforcement resources. For example, under the contract Metro can request specific LASD personnel be removed from the Transit Services Division and reassigned immediately. This can be requested without cause or discussion. Metro would have much more difficulty removing directly employed law enforcement personnel.

It may be helpful to distinguish between the functions and roles of establishing priorities, and directing law enforcement resources. Establishing short and long-term priorities for law enforcement services is a critical role for Metro management. The current contract provides opportunities for Metro to accomplish this, including development of the bus and rail policing strategies with the Metro law enforcement provider and expectations on specific performance indicators. These strategies should clearly outline the priorities for law enforcement services. They are far different from the Community Policing Strategy that has been developed, as they provide specific guidance on how the LASD will use its resources to impact priority problems on the transit system. At a minimum, any new contract should provide these requirements and enforcement of the terms should be a priority.

Directing actual law enforcement resources is, and should be, a role reserved to the command structure of the Metro contracted law enforcement agency, consistent with the priorities established by Metro management. In cities, it is the role of the Mayor or City Manager to establish priorities and provide direction regarding what they need. It is the role of the police chief to decide how to deploy law enforcement resources to accomplish those priorities. The Metro Board and management should be able to exercise the same control over priorities and direction.



Appendix:
Review Team Members' Background Information

Robert Wasserman (Strategic Policy Partnership, LLC), served as the Lead Consultant for The Bratton Group's role in the Metro LASD Contract Audit completed for the Metro Office of the Inspector General in 2014. Mr. Wasserman has been intimately involved in transit policing activities for some years, with work including the assessment and design of the transit policing strategy for Transport for London (UK), has served as Interim Director of Transport Policing and Enforcement for Transport for London, developed the performance management (CompStat) initiatives for that agency, and developed the strategic policing plan for the Transit Police in Boston, among many other engagements over the years. He recently served as the lead consultant to the Department of Homeland Security on Suspicious Activity Reporting on rail systems throughout the United States. He is presently serving as a senior advisor to Commissioner William Bratton of the New York Police Department.

Paul MacMillan, Chief of Police (Retired), Massachusetts Bay Transportation Authority, joined the MBTA Transit Police Department in November 1983. He worked in various positions within the department including Patrol, Investigative Services, Accreditation, and Field Training. He was promoted through the ranks and on November 6, 2008, the MBTA Board of Directors appointed then Deputy Chief MacMillan as the Chief of the Department. Chief MacMillan was the first MBTA Transit Police Officer to rise through the ranks to become Chief in the history of the agency. He received a B.S. in Criminal Justice from Northeastern University, a Graduate Certificate in Dispute Resolution from the University of Massachusetts, Boston and a M.A. Degree in Criminal Justice from Western New England College. He is also a graduate of the FBI National Academy and the Senior Management Institute for Police. He was Chair of the Transit Police and Security Peer Advisory Group and Chair of the Committee for Public Safety for the American Public Transportation Association and has participated in numerous peer reviews of transit police and security departments. In addition, he was an assessor and Team leader for the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA).

Scott Bryant, BCA Watson Rice Management Consulting Partner, served as the project manager for the Metro LASD Contract Audit completed for the Metro Office of the Inspector General in 2014. He has worked extensively with law enforcement and public safety organizations and agencies. Scott recently led a review of the staffing and services of the Port Police for the Port of Los Angeles. He also conducted a review of staffing of the Los Angeles Sheriff's Department for the County Auditor/Controller. Scott served as Special Assistant to the Chief of Police in Oakland California. For the Orange County Sheriff, Scott was responsible for developing a strategic management approach including a focus on specific outcome oriented goals and developing specific outcome indicators to monitor progress toward these goals. In Long Beach, Scott was responsible for evaluating a proposal by the Los Angeles County Sheriff to provide police services citywide. He also evaluated contracted law enforcement services for the cities of Compton and Elk Grove.

OIG Metro Policing and Security Workload Staffing Analysis. Jan 2016

Link: http://libraryarchives.metro.net/DB_Attachments/161109_Attachment%20E%20-OIG%20Metro%20Policing%20and%20Workload%20Staffing%20Analysis%20January%202016.pdf

PROCUREMENT SUMMARY

TRANSIT LAW ENFORCEMENT SERVICES

1.	Contract Number: PS5862100LAPD24750, PS5863200LASD24750 and PS5862300LBPD24750	
2.	Recommended Vendor: City of Los Angeles County of Los Angeles City of Long Beach	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 5, 2016	
	B. Advertised/Publicized: February 5, 2016	
	C. Pre-Proposal/Pre-Bid Conference: February 18, 2016	
	D. Proposals/Bids Due: May 27, 2016	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: May 31, 2106	
	G. Protest Period End Date: November 28, 2016	
5.	Solicitations Picked up/Downloaded: 18	Bids/Proposals Received: 3
6.	Contract Administrator: Aielyn Q. Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Alex Z. Wiggins	Telephone Number: (213) 922-4433

A. Procurement Background

This Board Action is to approve Contract Nos. PS5862100LAPD24750, PS5863200LASD24750 and PS5862300LBPD24750 issued to provide law enforcement services to support bus and rail operations throughout the entire Metro transit system. Board approval of contract awards are subject to resolution of all properly submitted protests.

RFP No. PS24798 was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The RFP clearly indicated that Metro may award the entire contract to a single Agency, to a partnership between agencies, or to an Agency located within a specific municipal jurisdiction. Hence, potential proposers were given the flexibility to submit proposals covering a specific territorial jurisdiction, multiple jurisdictions, or the entire Metro system. Further, no DBE contract goal was established for this procurement but Proposers were encouraged to utilize DBE certified firms whenever potential subcontracting opportunities are available.

Six amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 24, 2016, provided electronic copies of the Planholders' List and pre-proposal conference materials, revised the submittal requirements for the Cost Proposal (Volume III), and extended the proposal due date;
- Amendment No. 2, issued on March 3, 2016, updated the Notary Public Acknowledgment section of the Proposal Letter (Pro Form 053), and revised Exhibit 4: Part A – Cost Proposal (Summary) and Exhibit 5 – Part A- Cost Proposal (Detail) to include the Expo Line Phase 2 stations and exclude duplicate stations;
- Amendment No. 3, issued on April 1, 2016, revised the final date for questions to align with the extension of the proposal due date, revised Exhibit 4: Part A – Cost Proposal (Summary) to clarify cost information to be provided, and invited potential proposers to a one-time site visit/job walk to tour selected Metro facilities that may be made available to the Contractor upon contract award;
- Amendment No. 4, issued on April 15, 2016, revised Exhibit 5: Part A – Cost Proposal (Detail) to align with changes to Exhibit 4: Part A: Cost Proposal (Summary) issued per Amendment No. 3;
- Amendment No. 5, issued on May 5, 2016, clarified the basis of selection and award and the evaluation process, and revised Exhibit 4: Part A – Cost Proposal (Summary) and Exhibit 5: Part A – Cost Proposal (Detail) to include a separate cost proposal table for management/supervisory staff; and
- Amendment No. 6, issued on May 17, 2016, provided electronic copies of the Site Visit/Job Walk sign-in sheet and agenda and materials provided.

A pre-proposal conference was held on February 18, 2016, and was attended by 23 participants representing 7 law enforcement agencies. The site visit/job walk was conducted on April 22, 2016 and was attended by 10 participants representing 2 law enforcement agencies. There were 27 questions received and responses were provided prior to the proposal due date.

A total of three proposals were received on May 27, 2016, and are listed below in alphabetical order:

1. Los Angeles County Sheriff's Department
2. Los Angeles Police Department
3. Long Beach Police Department

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's System Security and Law Enforcement, Risk Management, and Office of Management and Budget was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Agency Qualifications and Capabilities 15 percent
- Experience and Capabilities of Key Personnel 15 percent
- Management Plan/Approach 45 percent
- Homeland Security and Emergency Preparedness 10 percent
- Cost Proposal 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for law enforcement services procurements. Several factors were considered when developing these weights, giving the greatest importance to the Management Plan/Approach.

On May 31, 2016, the PET met to process confidentiality and conflict forms and take receipt of the three responsive proposals to initiate the evaluation phase. Evaluations were subsequently conducted and the PET determined that all three agencies were within the competitive range. Based on evaluation results, the PET deemed that it would be most advantageous to Metro to award contracts to all three law enforcement agencies based on best value. This alternative would increase law enforcement visibility, improve response time to calls for service, deter crime, reduce vulnerability to terrorism, maximize the use of free basic "911" services, enforce Metro's Code of Conduct and reduce fare evasion. More importantly, this alternative is less cost prohibitive. In view thereof, the PET determined to commence negotiations without need for oral presentations with all three agencies.

Qualifications Summary of Firms Within the Competitive Range:

Los Angeles County Sheriff's Department

The Los Angeles County Sheriff's Department (LASD) was established in 1850 and has been providing contract law enforcement services to government agencies/entities since 1954. It presently serves 40 contract cities, 90 unincorporated communities, 216 facilities, hospitals and clinics located throughout the County, nine community colleges and 47 Superior Courts. It also provides services such as laboratories and academy training to smaller law enforcement agencies within the County. Additionally, LASD is responsible for securing approximately 18,000 inmates daily in seven custody facilities which include providing food and medical treatment.

LASD proposed to provide transit law enforcement services on all Metro properties, including all rail and bus stations, lines, platforms, tunnels, buildings, Maintenance and Operations Divisions and other critical infrastructure and the like.

Los Angeles Police Department

The Los Angeles Police Department (LAPD), established in 1869, provides police service to the City of Los Angeles encompassing 498 square miles and a population of 4,030,904 people. With about 9,843 officers and 2,773 civilian staff, LAPD is the third largest municipal police department in the United States. Aside from serving the communities within the City of Los Angeles, LAPD presently provides Bomb K-9 contract police services at LAX and responds to bus-related emergencies. From 1997 to 2002, LAPD partnered with Metro to provide contract law enforcement services to Metro's Red Line and Metro's bus service within the City of Los Angeles.

LAPD's proposed contract policing services include the major components of Metro's transportation system that lie within the geographical boundaries of the City of Los Angeles. LAPD defines the proposed service areas as follows: the entire Red Line; the entire Purple Line; the entire Orange Line; portions of the Blue Line, Gold Line, Expo Line, Green Line, and Silver line within the City of Los Angeles and Metro bus service within the City of Los Angeles.

Long Beach Police Department

The Long Beach Police Department (LBPD), founded in 1888, is the second largest municipal agency in Los Angeles County and provides law enforcement services to the City of Long Beach, the seventh largest city in the State of California. It has over 800 sworn officers and a total staffing of over 1,200 personnel. LBPD also provides contracted law enforcement services to the Port of Long Beach, Long Beach Airport, Long Beach Transit, and Long Beach City College.

LBPD proposed to provide law enforcement services on a segment of the Blue Line, consisting of 10 stations namely: Artesia, Del Amo, Wardlow, Willow Street, Pacific Coast Highway, Anaheim Street, 5th Street, 1st Street, Downtown Long Beach, and Pacific Avenue stations.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Long Beach Police Department				
3	Agency Qualifications and Capabilities	74.20	15.00%	11.13	
4	Experience and Capabilities of Key Personnel	80.00	15.00%	12.00	
5	Management Plan/Approach	73.67	45.00%	33.15	
6	Homeland Security and Emergency Preparedness	81.50	10.00%	8.15	
7	Cost Proposal	100.00	15.00%	15.00	
8	Total		100.00%	79.43	1

9	Los Angeles Police Department				
10	Agency Qualifications and Capabilities	85.53	15.00%	12.83	
11	Experience and Capabilities of Key Personnel	90.80	15.00%	13.62	
12	Management Plan/Approach	77.67	45.00%	34.95	
13	Homeland Security and Emergency Preparedness	90.00	10.00%	9.00	
14	Cost Proposal	14.40	15.00%	2.16	
15	Total		100.00%	72.56	2
16	LA County Sheriff Department				
17	Agency Qualifications and Capabilities	73.00	15.00%	10.95	
18	Experience and Capabilities of Key Personnel	75.87	15.00%	11.38	
19	Management Plan/Approach	66.78	45.00%	30.05	
20	Homeland Security and Emergency Preparedness	87.00	10.00%	8.70	
21	Cost Proposal	33.33	15.00%	5.00	
22	Total		100.00%	66.08	3

C. Cost/Price Analysis

The final negotiated amounts will comply with all requirements of Metro's Acquisition Policy and Procedures, including fact-finding, clarifications, negotiations, and cost analysis to determine a fair and reasonable price before contract execution.

Original Proposal

	Proposer Name	Area of Coverage	Proposal Amount	Metro ICE
1.	LASD	Entire Metro System	\$732,030,980	\$367,179,833
2.	LAPD	Metro rail and bus stations and other Metro facilities within City of Los Angeles	\$396,782,595	
3.	LBPD	10 Blue Line Stations	\$42,171,878	

Staff Recommendation

	Proposer Name	Area of Coverage	Revised Proposal ^{1/}	Negotiated or NTE amount	Metro ICE
1.	LASD	Bus and rail	\$129,800,051	\$129,800,051	\$367,179,833

		stations outside the Cities of Los Angeles and Long Beach		<u>\$149,800,051</u>	
2.	LAPD	Metro rail and bus stations and other Metro facilities within City of Los Angeles	\$377,620,834	\$369,696,813	
3.	LBPD	8 Blue Line Stations	\$27,532,772	27,088,968	
Total				\$526,585,832 \$546,585,832	

1/ as a result of clarifications

The proposed aggregate amount of the three contracts in the amount of ~~\$526,585,832~~ **\$546,585,832** is greater than Metro’s independent cost estimate (ICE) because of the following factors:

1. unanticipated start-up costs for all 3 agencies;
2. supplemental services not provided in the statement of work which were found to be of significant benefit to Metro through discussions (e.g., Special Problems Unit and Threat Unit, Homeless Outreach and Mental Evaluation Teams etc.);
3. staffing adjustments in light of increasing threats associated with global terrorism and violent extremism; and
4. increase in estimated labor escalation rate to align with labor union contracts.

D. Background on Recommended Contractor

Los Angeles County Sheriff Department

The Los Angeles County Sheriff Department (LASD) is headquartered in Los Angeles, California. LASD is statutorily responsible for providing law enforcement in the County of Los Angeles and serves as the Director of Emergency Management for the County.

LASD has been providing transit community policing services to Metro since July 2009. Performance generally meets the scope of work requirements. LASD proposed the same key personnel team under the current contract.

Los Angeles Police Department

The Los Angeles Police Department's (LAPD) is the law enforcement agency for the City of Los Angeles. Its authority to police was granted by the state constitution.

LAPD's proposed management team possesses a wide breadth of experience which includes community policing, anti-terrorism and DHS activities, gang/narcotics, traffic and transit. The proposed Commanding Officer is a graduate of the Federal Bureau of Investigation (FBI) National Academy.

Long Beach Police Department

The Long Beach Police Department (LBPD) provides law enforcement for the City of Long Beach. It has partnered with entities such as Metro, Los Angeles County Sheriff's Department, Transportation Security Administration, Department of Homeland Security, FBI, and Union Pacific Railroad Police to improve communication and increase security in the City of Long Beach.

The Command Unit collectively has experience in transit and airport policing.

DEOD SUMMARY

TRANSIT LAW ENFORCEMENT SERVICES

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal because there were no apparent subcontracting opportunities. The County of Los Angeles, City of Los Angeles, and City of Long Beach will provide the transit policing services.

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.

Metro Comprehensive Policing and Security Strategy



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Today's Transit Security Environment

Agency executives and security professionals must address crime and disorder, while concurrently mitigating threats associated with terrorism.



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Integrated, Multi-Layered Security Approach



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How the Pieces Work Together

Metro's security plan is multi-layered, integrating technology, Metro employees and patrons, security personnel, local police and federal partners.

- **Partners** - Metro collaborates with DHS/TSA and the FBI's Rail Security Coordinator
- **Police** - Metro relies on a community policing model to address crime and reduce the system's vulnerability to terrorism by maintaining a "felt" presence
- **Metro Security Officers** - are tasked with system security and fare enforcement
- **Private Security Guards** - assigned to stations and facilities
- **Employees & Patrons** - "see something say something"



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Overarching Mission

“To ensure Metro patrons and employees can ride and work safely, without fear, 100% of the time.”

Rider Feedback

A recent Metro survey revealed
29% of past riders left the system
because they did not feel safe.

Rider Feedback

15% of current riders want to see more security

Law Enforcement Performance Reviews

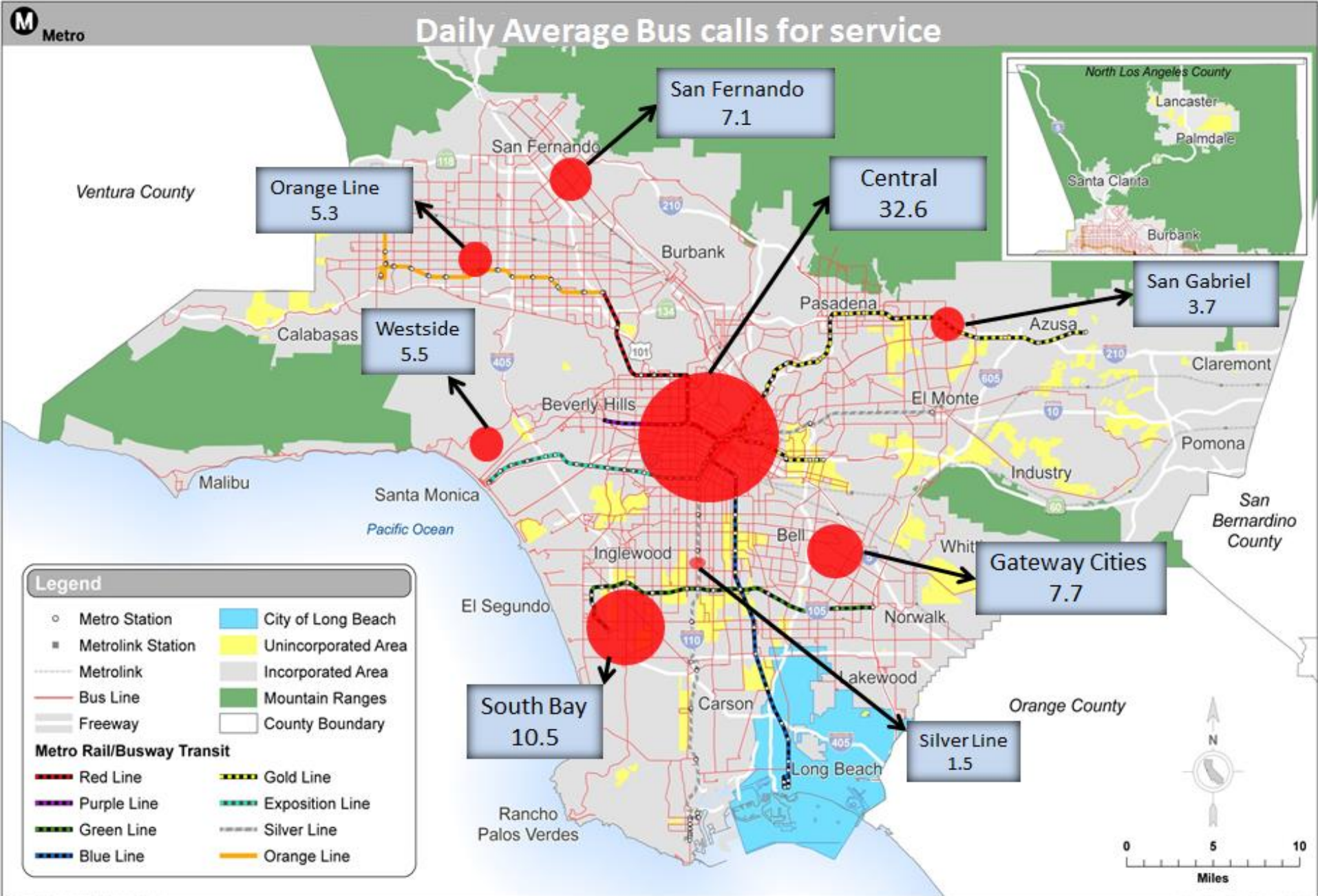
- March 2014: Request for Interest to all law enforcement agencies
- June 2014: OIG LASD Contract Audit
- July 2014: APTA Peer Review
- September 2014: AD-Hoc Transit Policing and Oversight Committee Established
- April 2015: Law Enforcement and Security Options
- January 2016: OIG Workload Staffing Analysis

Key Areas of the 2016 Analysis

Key focus areas included:

- Enhancing system-wide security presence to deter crime and disorder, as well as to reduce the system's vulnerability to terrorism
- Securing Metro bus and rail facilities
- Exploring alternate mixes of security and law enforcement staffing
- Defining the roles of law enforcement and security personnel

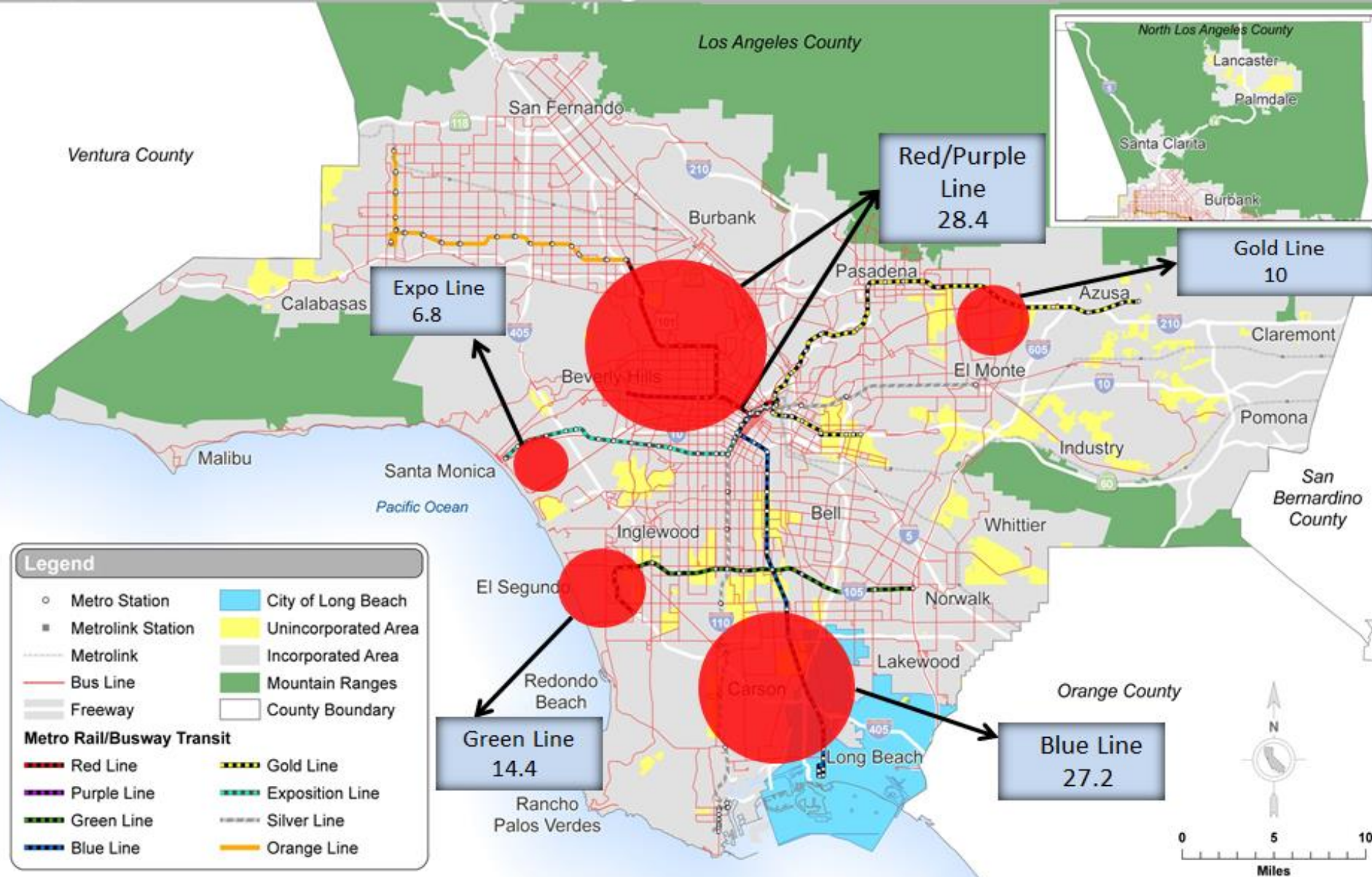
Bus Related Calls for Service



Rail Related Calls for Service



Daily Average Rail calls for service

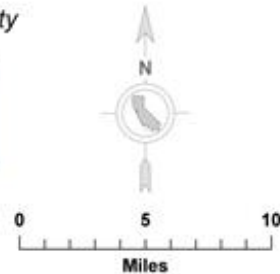


Legend

- Metro Station
- Metrolink Station
- Metrolink
- Bus Line
- Freeway
- City of Long Beach
- Unincorporated Area
- Incorporated Area
- Mountain Ranges
- County Boundary

Metro Rail/Busway Transit

- Red Line
- Purple Line
- Green Line
- Blue Line
- Gold Line
- Exposition Line
- Silver Line
- Orange Line



New Law Enforcement RFP

Staff worked with Operations, OMB and the OIG's consultant (BCA) to establish a baseline for police services. Key changes:

- Improve system-wide visibility and response times
- Achieve reliable staffing
- Leverage “*no cost*” basic 911 police services
- Partner with local agencies
- Tighten contract compliance

Staff Recommendation

MULTI-AGENCY CONTRACT AWARD

- LONG BEACH POLICE DEPARTMENT
 - ✓ Effective January 1, 2017
- LOS ANGELES POLICE DEPARTMENT
 - ✓ Begin Mobilization January 1, 2017
 - ✓ Full Strength July 1, 2017
- LOS ANGELES COUNTY SHERIFF DEPARTMENT
 - ✓ Begin Demobilization and Redeploy January 1, 2017
 - ✓ Complete Demobilization and Redeploy July 1, 2017



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A New Model

Now

- Staffing does not meet Metro's Operational Needs
- Major gaps during shift change
- Poor late night coverage
- Staffing is unpredictable

Proposed

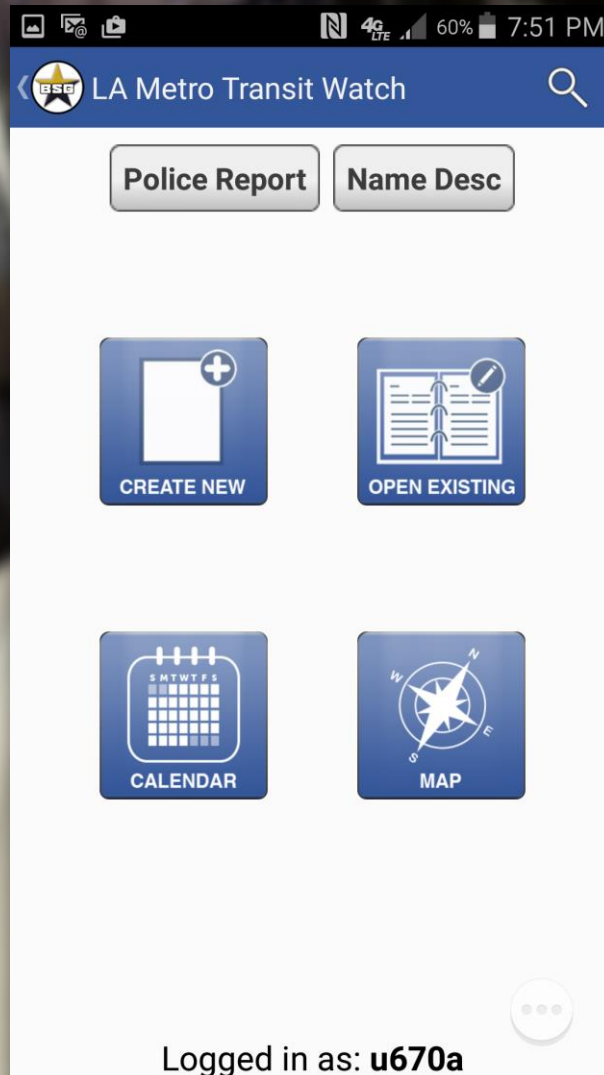
- Dedicated bus and rail staffing - 240-257
- Coverage during shift change
- Improved late night coverage
- Accountability for staffing

Accountability & Reporting Requirements

- **Summary of daily activity**
 - Inclusive of name, activity, assignment, rank, and hours worked by each officer/deputy/supervisor
- **Monthly reporting of all enforcement activity, crime analysis trends, and cases referred to follow investigators (including disposition)**
- **Key Performance Indicators (KPI's) to track increases/decreases in reported crime, proactive patrol activity, response times, bus & train rides, vacancy ratios...**



Mobile GPS Enabled Communications



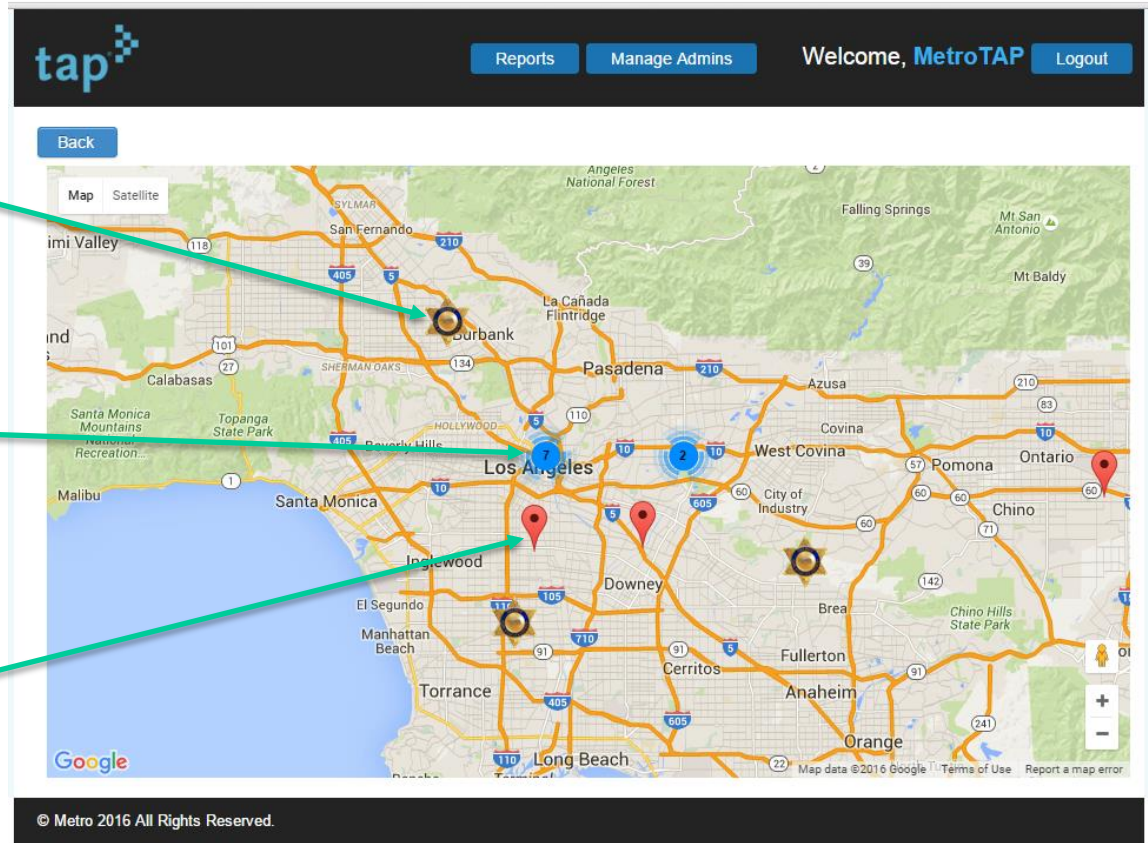
- **Receives Transit Watch reports**
- **Logs officer initiated activity**
- **Records disposition of calls**

Real-Time GPS Tracking

Sworn Officers
identified by
agency

Multiple Metro
fare inspectors
identified by #

Individual fare
inspectors
identified by
pin



Multi-Agency Operational Benefits

- 1400 square miles service area
- Agencies are best positioned to manage Metro incidents within their own jurisdiction
- Improved response times for emergency calls
 - 6 minutes in the City of Los Angeles
 - Under 5 minutes in Long Beach
 - Current response times average 16 minutes for all calls. The January OIG Workload and Staffing Analysis identified 14.1 minutes for bus calls; 12.8 minutes for rail calls
- Leverages “free” basic police services



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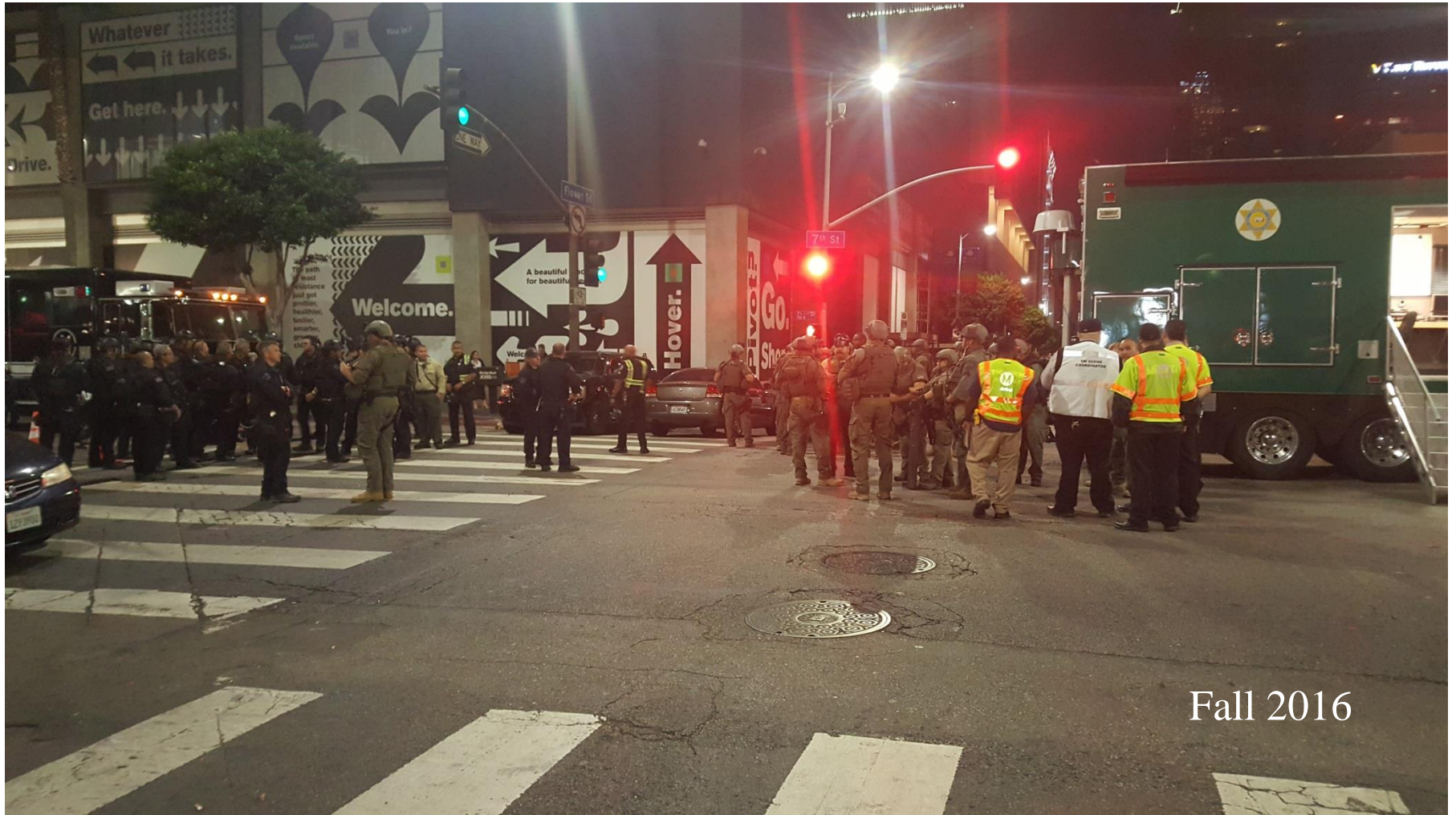
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Day to Day Command and Control

- Law enforcement dispatching co-located with bus/rail operations
- Unified Command is implemented when multiple agencies are required to respond to large scale events
- Post 9/11, police, fire and EMS can communicate across agencies
- Metro is the lead agency for security, emergency management, and oversees transit police contract compliance
 - 4 FTEs added since August 2015



Unified Command and Multi-Agency Coordination



Fall 2016



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Transit Agency Security Approaches

Multi-Agency Examples:

- Portland's Tri-Met - 17 police agencies
- Denver's RTD - 4 police agencies
- Oakland's AC Transit - 2 police agencies
- Sacramento Regional Transit - 4 police agencies

Transit Agencies with in-house policing only

- Boston, Philadelphia, & Bay Area
- But in every case, the transit agency manages its law enforcement & security resources based upon operational needs



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Multi-Agency Staffing

- **168 LAPD Field Personnel**
- **14 LBPD Field Personnel**
- **58 - 75 LASD Field Personnel**
- **Total 240 – 257 Field Personnel**

Budget Distribution by Agency

Jurisdiction/ Agency	Field Personnel	% Personnel	Bus & Train Boardings %	Allocated budget %
LONG BEACH	14	5.8% - 5.5%	1.43%	5%
LOS ANGELES	168	70% - 65.4%	72.39%	67.6%
LASD/or Others	58 - 75	24.2% - 29.2%	26.18%	27.4%
Total	240 - 257	100%	100.00%	100.00%



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Rider Feedback

A recent Metro survey revealed
18% of past riders indicated that
they would ride Metro again if
increased safety/security measures
were implemented.

Final Staff Recommendation

- LONG BEACH POLICE DEPARTMENT
 - ✓ Effective January 1, 2017
- LOS ANGELES POLICE DEPARTMENT
 - ✓ Begin Mobilization January 1, 2017
 - ✓ Full Strength July 1, 2017
- LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
 - ✓ Begin Demobilization and Redeploy January 1, 2017
 - ✓ Complete Demobilization and Redeploy July 1, 2017
- Flexibility for additional local law enforcement MOU as system grows.

Next Steps

- Initiate 6 month LAPD mobilization beginning January 1, 2017
 - ✓ Train staff
 - ✓ Acquire, install equipment
 - ✓ Coordinate with Metro Security, Operations, LASD to develop response protocols
- Train LBPD immediately and develop response protocols
- Mobilize and deploy LBPD January 1, 2017
- Initiate LASD redeployment strategy January 1, 2017