

## Summary of Policy

The citizens of Los Angeles County have a basic right to protection and security provided by law enforcement when they use public transportation. Whether underground or above, a transit system passes through many different jurisdictions. Security issues will vary depending on the location within the system and time of day or night. The “moving” environment requires a systematic approach that addresses both the distinct dynamics of transit security and the special concerns of patrons. New threats challenging every citizen’s basic freedom of mobility must be met with innovative technology and programs, maximizing use of available financial resources.

Security should be an integral element of our overall operations. The systems approach to security provides us with a management tool to ensure that security functions are effectively integrated into system operations. The agency has recognized that cost efficiency and effectiveness in security remains a key objective in implementing a cohesive partnership with outside policing agencies and developing a comprehensive security program.

Metro intends to provide the highest quality, cost-effective, community-based security through highly visible uniformed police. It will contract with local enforcement agencies and employ its own Chief of Transit Police, who will be responsible for managing policing activities within the transit system, and work with local, state and federal agencies that support the security program. Bus operators will conduct fare inspections on buses, while security officers and other personnel will randomly inspect fares on rail lines. The Board wants staff to explore

ways in which technology and architecture can provide a more secure transit environment and develop a comprehensive set of performance standards to evaluate the implementation of our security program. It also identifies station agents as key to transit security; they will play a dual role by providing customer service and reporting anti-social behavior to the police.

## Historical Perspective

Between 1989 and 1997, the agency and its predecessor agencies conducted numerous studies in an attempt to produce an effective and efficient policing model for the transit system. In 1996, the Board opted to merge the agency’s Transit Police Department into the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff’s Department (LASD), and then contracted with the two police departments for transit security until May 2003.

In an attempt to reduce policing costs without diminishing security for its patrons, the Board reexamined its approach to security and adopted a new policy in July 2002, which contained ten major policy positions. Afterward, the agency entered into discussions with LAPD and LASD for policing services after the expiration of their existing contract. Ultimately, the Board chose to contract with LASD for five years, with two one-year options.

## Last Board Action

July 25, 2002 – Security

The Board approved the Security Policy as amended by Fasana. The Security Policy provides a high level of security to our customers, employees and property.

The Fasana amendment:

The agency seeks to ensure that bus and rail passengers receive the same security services that pedestrians and drivers of passenger or commercial vehicles receive from local law enforcement agencies.

## **Attachment**

Security Policy

## **See Related**

Public Utilities Code § 130051.12 (11, b)

## **MTA SECURITY POLICY**

### **Purpose –**

The citizens of Los Angeles County have a basic right to protection and security provided by law enforcement when they use public transportation. Whether underground or above, a transit system passes through many different jurisdictions. Security issues will vary depending on the location within the system and time of day or night. The “moving” environment requires a systematic approach that addresses both the distinct dynamics of transit security and the special concerns of patrons. New threats challenging every citizen’s basic freedom of mobility must be met with innovative technology and programs, maximizing use of available financial resources.

Security should be an integral element of MTA’s overall operations. The systems approach to security provides MTA with a management tool to ensure that security functions are effectively integrated into system operations. MTA has recognized that cost efficiency and effectiveness in security remains a key objective in implementing a cohesive partnership with outside policing agencies and developing a comprehensive security program.

Substantial investment in developing better intelligence on security activities and the use of technology must be explored. MTA seeks to efficiently maximize resources and control costs by evaluating services provided by local law enforcement agencies as well as public and private security services to improve the level of security, public order, crime prevention and peacekeeping on our system.

MTA promotes a proactive approach in deployment to enhance uniformed police presence in facilities and vehicles to demonstrate a strong commitment to a secure environment. MTA will be focusing on interactive security programs that include customer interface, community outreach and specialized teams handling special detail (e.g., vandalism, pick-pocketing). It is recognized that security plays a key role in promoting confidence in MTA’s services.

The MTA Board of Directors is responsible for approving an agency-wide security policy. The Chief Executive Officer is responsible for ensuring that the policy is converted to an action plan and budget and implemented by staff.

### **Policy –**

It is the MTA’s policy to provide the highest quality, cost effective, community-based security program possible through the deployment of a highly visible uniformed security presence that proactively and preventatively maintains order, protects customers, employees and properties, and meets the actual and perceived security needs of our transit system.

2. Due to the nature of our business, the MTA requires security services beyond the general law enforcement services received. These services are provided by a contracted partnership with local law enforcement agencies. This arrangement provides a dedicated, highly visible, uniformed presence and special detail for investigation, undercover, and

surveillance needs. The MTA's security partnerships seek to cooperatively synchronize transit and community policing efforts.

3. MTA's Chief of Transit Police is responsible for, but not limited to, the following:
  - managing contracted security services
  - ensuring adequate community based manpower deployment
  - maintaining oversight of all programs that enhance the actual and perceived security needs of customers, employees, and properties
  - gathering intelligence; coordinating accessible data collection
  - coordinating and working in conjunction with local, state and federal law enforcement agencies
  - working with the FTA's transit security audit program and the DOT's Transportation Security Administration
  - maintaining a proactive anti-terrorism program
4. Fare inspection on MTA buses will continue to be provided by our bus operators. Fare inspection on the metro light rail will continue to employ a proof-of-payment fare system supported by random inspection by security officers or fare inspectors. The Metro Red Line will be inspected by security officers or fare inspectors. A barrier system will be explored for the Metro Red Line. If a barrier system is ultimately approved and installed, fare inspection of the Metro Red Line will no longer be necessary.
5. MTA will invest capital resources in as much security technology, infrastructure and Crime Prevention through Environmental Design (CPTED) as is prudent to cost effectively improve actual and perceived security, limit liability, and reduce claims.
6. MTA seeks to deploy the maximum number of security officers possible per security dollar appropriated and expended.
7. MTA seeks to bring its security costs in line with peer transit agencies and is targeting security costs attributable to the Enterprise Fund at five percent (5%) of the total Metro operating cost, including security cost, in any year and starting in FY04. MTA shall seek to achieve this target through MOU negotiations, annual security budget management, and other efficiencies as may be identified.
8. MTA will develop a comprehensive set of performance standards to ensure compliance with this policy and efficient and effective use of our security forces.
9. Station transit agents will function as additional "eyes and ears" of the transit system, assist passengers with fare media, directions, schedules and coordinate facilities management issues. Disorderly conduct, graffiti, threats to public order and cleanliness issues will not be tolerated.
10. MTA seeks to ensure that bus and rail passengers receive the same security services that pedestrians and drivers of passenger or commercial vehicles receive from local law enforcement agencies. (Amended into the policy by Director Fasana)