

Metro

Public Safety Advisory Committee (PSAC)
Thursday, June 4, 2026

Agenda Item #1

Call to Order

- Meeting Protocols
- Membership Attendance
- PSAC Mission & Objectives
- Approval of June 4, 2026 Agenda
- Approval of May 7, 2026 Meeting Minutes
- Announcements

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Meeting Protocols



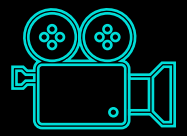
Public attendees may join via Zoom webinar format.
Attendee cameras are off, and microphones are muted.



We will invite your feedback during the public comment period after each agenda item.



During the public comment period, use the ‘raise hand’ icon or submit your comment using the ‘Q&A’ feature.
*Those joining by phone press *9 to raise hand and *6 to Unmute.*



The meeting will be recorded and posted on the Metro PSAC website.

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Community Meeting Guidelines

Metro is committed to ensuring that all participants can fairly and clearly share their ideas, comments, and concerns at this meeting. Help us provide a safe and equitable process.

During this meeting, please:

- Respect the format and protocols of the meeting
- Allow everyone an opportunity to comment
- Treat fellow community members, Metro staff, and PSAC members with respect
- Address all comments to Metro staff and PSAC members
- Maintain a conversational tone

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PSAC Objectives

1. Enhance the Customer Experience by addressing perceptions of safety for riders and employees through infrastructure.
2. Enhance the Customer Experience by addressing perceptions of safety for riders and employees through transparency and the use of data and technology.
3. Enhance the Customer Experience tied to safety for people with disabilities and aging.
4. Monitor strategies to address unhoused people sheltering on the system.
5. Monitor strategies that provide alternatives to law enforcement on the system.

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May 7, 2026 - Agenda Items

1. Call to Order
2. General Public Comment
3. Executive Committee Selection – Chair Pro Tempore & Alternate Transition
4. Diversion Court Presentation, Strategies & Vote
5. Post Bus Barrier Installation Experience (by Current Operators)

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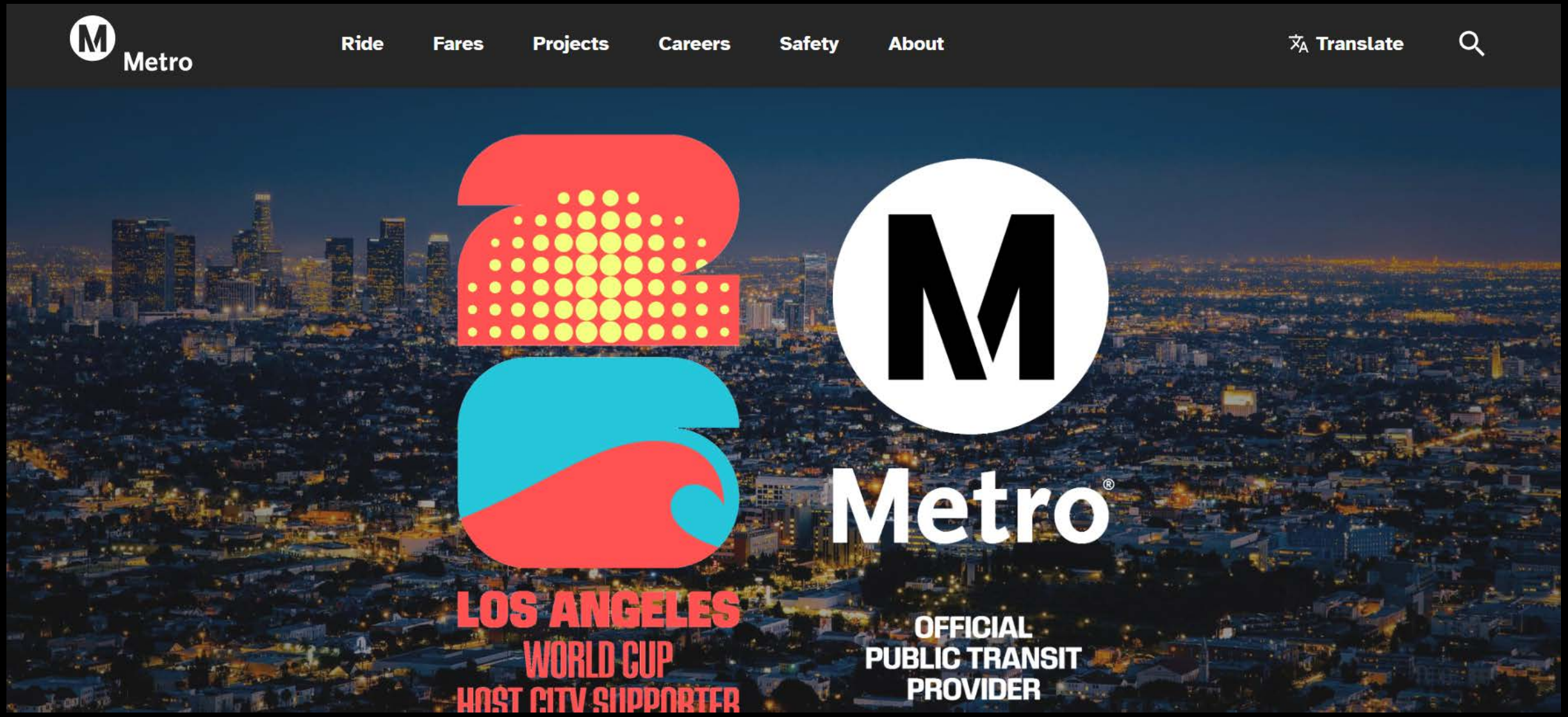
Agenda Item #1

Public Comment

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Announcements

https://www.metro.net/riding/world-cup/



https://www.joinmetrodps.com/

METRO DPS

APPLY NOW

A NEW MODEL FOR TRANSIT POLICING

Metro DPS is a comprehensive and integrated public safety ecosystem designed for the realities of a 21st-century transit system.

Our approach blends:

- Modern policing strategies
- Visible patrol and enforcement
- Crisis response and de-escalation
- Care-based, community-centered engagement

Metro DPS Police Officers work alongside Transit Security Officers, Ambassadors, Community Intervention Specialists, Crisis Response Teams and Homeless Outreach Teams to ensure every rider and employee is safe, and feels safe across the Metro system.



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Older Adult Expo – May 15, 2026





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Agenda Item #2

General Public Comment

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Agenda Item #3

Executive Committee Selection – Chair Pro Tempore & Alternate Transition

Erica Boatman-Dixon, Facilitator

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Monthly Executive Committee Meetings

The Executive Committee typically meets the third Tuesday of the month in the late afternoon.

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Chair Pro Tempore Duties per the Bylaws

If the Chairperson, Vice Chairperson, and Secretary are all unavailable to preside over a meeting, a Chair Pro Tempore shall be appointed to ensure continuity. If the Chair Pro Tempore is filling the role of Chair and Vice Chair, then the Facilitator shall take over the Secretary role. The Chair Pro Tempore shall be selected by the Executive Committee and will receive training, as needed, to fulfill the duties of the office. The Executive Committee may designate a Chair Pro Tempore in advance for anticipated absences or appoint a standing Chair Pro Tempore to serve in the event of unexpected vacancies.

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Chair Pro Tempore Candidates Selection

The Executive Committee will now share which voting members they would encourage to run for the Chair Pro Tempore position.

1.

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Congratulations to the 2026-2027 PSAC Chair Pro Tempore!

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Replacement of Voting Committee Member

M. Wolske's transition from an Alternate Member to Voting Member is up for a vote.

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Agenda Item #3

Public Comment

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Agenda Item #4

Diversion Court Presentation, Strategies & Vote

Leslie Ridings, PSAC Chair
Jack Inman, PSAC Vice Chair

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What Is Diversion — And Why Does It Belong in DPS?

A treatment-first pathway for non-violent offenses rooted in substance abuse, mental health, or homelessness — studied in parallel with DPS formation

WHAT DIVERSION IS

- A voluntary pathway for qualifying individuals — not a replacement for enforcement
- Non-violent offenses connected to substance abuse, mental health, or homelessness
- Diversion doesn't remove accountability — it redirects it toward treatment & recovery
- Successful completion: charges dismissed. Non-completion: standard judicial process

WHAT THE STUDY WOULD EXAMINE

- How 9 peer agencies structured diversion alongside enforcement
- Which models reduced repeat incidents without compromising rider safety
- Legal & jurisdictional framework for Metro's countywide footprint
- How to design eligibility, exclusions, and the enforcement back-end
- What case management infrastructure Metro already has in place

Diversion doesn't remove accountability — it replaces incarceration with case management, a treatment plan, and court oversight.

Peer Evidence — This Is Not a New Idea

9 transit agencies have already built this. Metro can learn from all of them — before DPS culture is formed.

75% Drug Court grads avoid re-arrest at 2 years (DOJ/NADCP)

8× Lower cost per person vs. incarceration

9 Peer transit agencies with active diversion programs

EVIDENCE

- 60% lower re-arrest odds — LEAD program (Collins et al., peer-reviewed, 2017)
- 29% more likely to accept treatment — co-response vs. police-only
- Agencies: Denver RTD, BART, MARTA, SEPTA, TriMet, WMATA, CTA, CapMetro, NY MTA

New York MTA — SCOUT & PATH

- 20,100+ engagements; 6,100+ services delivered (PATH Year 1)
- 8,600+ connected to shelter; 1,000+ in permanent housing
- Transit crime down 29% — subway crime lowest in 30 years

PSAC REQUESTS — A STUDY IN PARALLEL WITH DPS

- Direct Metro to explore diversion alongside DPS formation — foundational, not retrofitted
- Study what works across 9 agencies — shape the right model for Metro

Proven by peers. Perfectly timed. Diversion integrated into DPS from inception — Metro's vision in action.

Charter Alignment & The Moment

Every PSAC pillar supports this study — and DPS is forming right now

Customer Experience	Calmer stations. Fewer repeat incidents. Enforcement focused on genuine threats.
Transparency & Data	Study produces a public outcomes dashboard — referrals, completions, recidivism.
Disability & Aging	Clinical co-response studied alongside enforcement — not instead of it.
Unhoused Individuals	Identifies peer models that produce durable exits — not displacement.
Alternatives to Enforcement	Peer agencies show diversion and enforcement are stronger together than apart.

A ONCE-IN-A-GENERATION OPPORTUNITY

- DPS is forming now — culture and protocols are not yet set
- Peer agencies added diversion years after their departments were established — at greater cost and friction
- A study in parallel with DPS means diversion can be foundational — not retrofitted
- This window closes as DPS culture sets

DPS is forming today. The window to build diversion into its culture — not add it later — closes as the department takes shape.

TRANSIT SAFETY PATHWAY (TSP)

Transit Safety Pathway

Diversion works.

But only if there's something to divert people from.

Diversion without enforcement is voluntary outreach.

Enforcement without diversion is legal churn.

Metro needs both in a connected & durable framework.

Metro is one unified, county-wide system.

Follow-through fragments at city lines. The same conduct can fall into a different legal universe depending on which stop a train last crossed. The post-intervention hand-off is where things fall through the cracks.

Riders have spoken.

Metro's own surveys show safety, cleanliness, and homelessness as top concerns year after year. In 2026, 84% of LA residents called Metro trains unsafe. (USC Dornsife/LABarometer)

Equity demands consistent, thoughtful intervention.

Transit-dependent riders — those with no other option — bear the full cost of disorder. Consistent, compassionate intervention is the pro-equity position for all parties involved.

Creating a 360° Model

See it. Respond. Route it. Resolve it.

01 SEE IT

- Active ESOC camera monitoring
- Fare gate & TAP enforcement
- Ambassador reporting network
- Hotspot deployment by data
- Station hardening (CPTED)
- Non-biometric video analytics

02 RESPOND

- Lead with care & compassion
- Outreach & mental health crisis teams
- Naloxone / overdose response
- DPS Officers
- Ejection & removal authority
- Diversion-eligible case routing

03 ROUTE IT

- Unified Transit Intervention Protocol
- MOU: DA, City Attorneys, Metro, Superior Court
- Consistent intake & evidence standards
- Guaranteed routing regardless of jurisdiction
- Diversion eligibility criteria
- Repeat-incident tracking

04 RESOLVE IT

- Dedicated Superior Court transit calendar
- Dedicated transit prosecution desk
- Drug court / diversion enrollment
- Compliance monitoring & supervision
- Stay-away & exclusion orders
- Accountability with due process

The Ask

A Path Forward for Metro Riders

IMMEDIATE

1. Convene DA, City Attorneys, Metro, Superior Court, public defenders & service providers — system-wide MOU
2. Establish Transit Intervention Protocol (TIP): care & compassion, unified intake, diversion eligibility
3. Leverage active system management: ESOC monitoring, hotspot command, ambassador reporting

MEDIUM TERM

1. Stand up Dedicated Transit Intervention Unit (TIU) coordinated by DA with city attorney & Metro
2. Establish Specialized Superior Court Transit Calendar for TIU/Metro-system cases
3. Map and expand diversion/treatment capacity; compliance monitoring & stay-away enforcement

LONG TERM

1. Pursue state legislation: define Metro-system offenses, authorize transit prosecution structure
2. Codify data-sharing, privacy safeguards, and due-process protections in statute
3. Evaluate outcomes: rider safety perception, referrals to care, diversion completion, equity impact

PSAC requests Metro staff advance a 360° Transit Safety Pathway — connecting care, enforcement, and court follow-through — and bring implementation proposals to the Metro Board.

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PROVEN

9 peer transit agencies — including New York MTA — have already shown this works.

ALIGNED

Every PSAC charter priority and every element of Metro's vision is directly advanced by this study.

NOW

DPS is forming today. This is a once-in-a-generation window to build diversion into its culture from the very first day.

PSAC respectfully requests that Metro explore diversion in parallel with DPS formation so that it becomes foundational to DPS culture — not an add-on applied after the fact.

Proven. Timely. Foundational. Diversion integrated into DPS from inception — Metro's vision in action.

Agenda Item #4

Public Comment

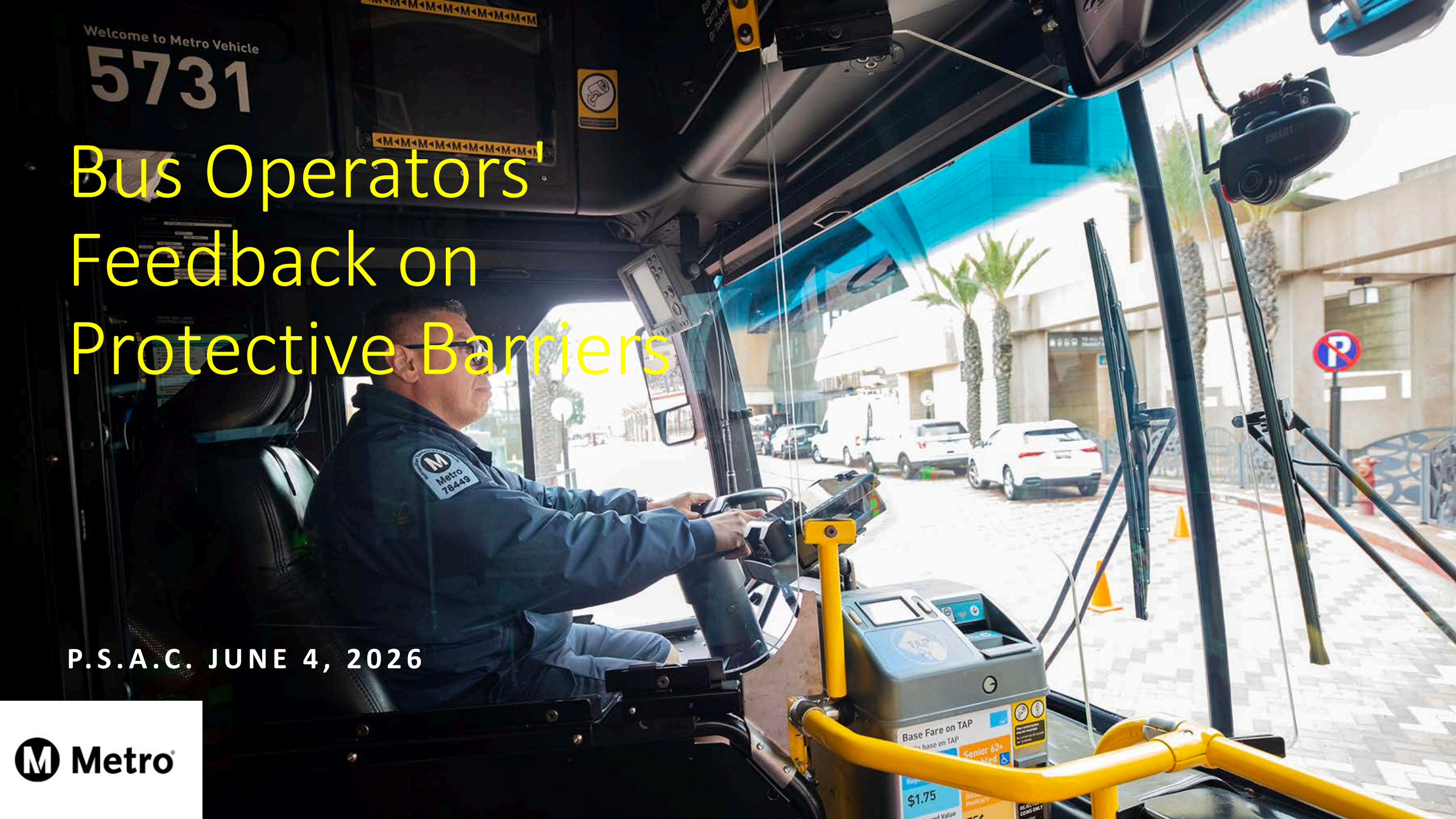
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Agenda Item #5

Post Bus Barrier Installation Experience (by Current Operators)

Michael Sweeney, Bus Operator F/T, Division 8 (Chatsworth) & PSAC Ex Officio

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Bus Operators' Feedback on Protective Barriers

P.S.A.C. JUNE 4, 2026

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Michael Sweeney, Bus Operator F/T, Division 8 (Chatsworth)

Installation of barriers represents a tangible investment by Metro demonstrating leadership's commitment to operator safety and awareness of workplace risks.

Implemented through operator-focused user testing at divisions, where operators evaluated two prototypes and selected their preferred barrier design.

In addition to reducing assaults, the barrier discourages front-of-bus loitering while helping block unwanted odors, coughs, and sneezes.

Barrier design does not fully enclose the operator & glare reduction and mirror placement adjustments on coaches are still being refined.

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Nick Lloyd, Bus Operator F/T, Division 3 (Art Leahy)

Notes that the operator barrier establishes a defined workspace, allowing operators to focus on safe vehicle operation while minimizing distractions from the passenger area.

The separation between operators and patrons is especially beneficial during crowded peak-hour conditions, helping operators feel safer and keeping the workspace free from encroachment.

Mentions that the current T-Key unlocking method may introduce safety concerns, as operators may need to crouch down to access the compartment. Suggests adapting the DLX key system to provide safer and more secure employee access.

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Kerwin Rice, Bus Operator F/T, Division 15 (Sun Valley)

Enhances operator safety while driving and interacting with passengers.

Has contributed to a reduction in operator assaults, including incidents involving thrown objects, spitting, and physical attacks.

Acknowledges that broader societal challenges contributing to these incidents still exist within and around the transit system.

Notes that operators are still vulnerable when outside the protective barrier, such as when using restrooms, helping ADA passengers, or conducting pre- and post-trip coach inspections.

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Garrick Goodson, Bus Operator F/T, Division 18 (South Bay)

Since installation of the barriers, operators report an increased sense of protection while operating the coach.
Glare created by the barriers remains a concern, particularly depending on time of day and direction of travel.
Relocating the interior mirror inside the barrier may be a practical solution to reduce glare and help minimize door-related incidents.
Echoes concerns regarding the current T-Key design, noting that some barrier doors can be difficult to unlock and open.

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Concluding Remarks

- Protective barriers are a meaningful step toward reducing workplace assaults and improving daily working conditions.

- This initiative has improved operator morale, safety, and working conditions; however, continued improvements and broader systemwide safety efforts are still essential to support both operator and patron safety.

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Agenda Item #5

Public Comment

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Thank You

Next PSAC Meeting
Thursday, July 9, 2026

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