Metro

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

Metro

Board Report

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OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 21, 2022

SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

ISSUE

As of June 2021, Metro System Security & Law Enforcement (SSLE) has revised and updated the performance data to improve accuracy and details related to KPIs for its multi-agency law enforcement deployment strategies provided by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD). To avoid discrepancies related to crime reclassifications and maintain consistency with contract terms and conditions, SSLE will have all data submitted by the 15th of every month. This will provide ample time for staff to review, thereby providing the Board with complete and accurate data.

BACKGROUND

The following sections provide data, trends, and updates on SSLE initiatives to help improve public safety on the Metro system.

DISCUSSION

LAW ENFORCEMENT CONTRACT COMPLIANCE

Technical Review

The SSLE Administration and Compliance Unit continue to verify that all field Officers/Deputies on duty are tapping their Metro-issued badges at all TAP machines when patrolling Metro buses, trains, and rail stations/corridors. This ensures high visibility for riders utilizing Metro's services, while also establishing a method of accountability for our contracted law enforcement personnel.

The Compliance Unit reviewed TAP reports provided by Metro's TAP Department against law

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enforcement deployment documents to verify that Officers/Deputies are tapping at turnstiles and/or readers. The data reviewed encompasses the months of December 2021 through February 2022. Upon reviewing the TAP reports and daily deployment information, it was determined that law enforcement partners are tapping their Metro badges throughout their shifts.

Community Policing Updates

As part of Metro's Community Safety Partnerships, each contracted agency hosts its own community policing events. Below are events that took place during this reporting period.

AGENCY	DATE	LOCATION	EVENT	DESCRIPTION
LAPD	3/2/2022	Union Station & Chatsworth Station	Read Across America Day	Community engagement event aimed at encouraging children to read
LASD	3/23/2022	Filmore Station	Fentanyl Awareness	Community engagement pop-up to inform riders on the dangers of fentanyl abuse
LASD	3/30/2022	Willowbrook/Rosa Parks Station	Coffee with a Deputy	Community engagement pop-up

METRO TRANSIT SECURITY (MTS)

Quality Service Audits
For February, MTS completed thirteen (13) Quality Service Audits. MTS Supervisors randomly contacted three (3) internal partners, one (1) external partner, and nine (9) patrons to gain feedback on the performance of our officers. Of the 17 surveyed, all gave ratings of "meets," "exceeded," or "greatly exceeded" expectations for the services rendered by Transit Security Officers (TSOs).
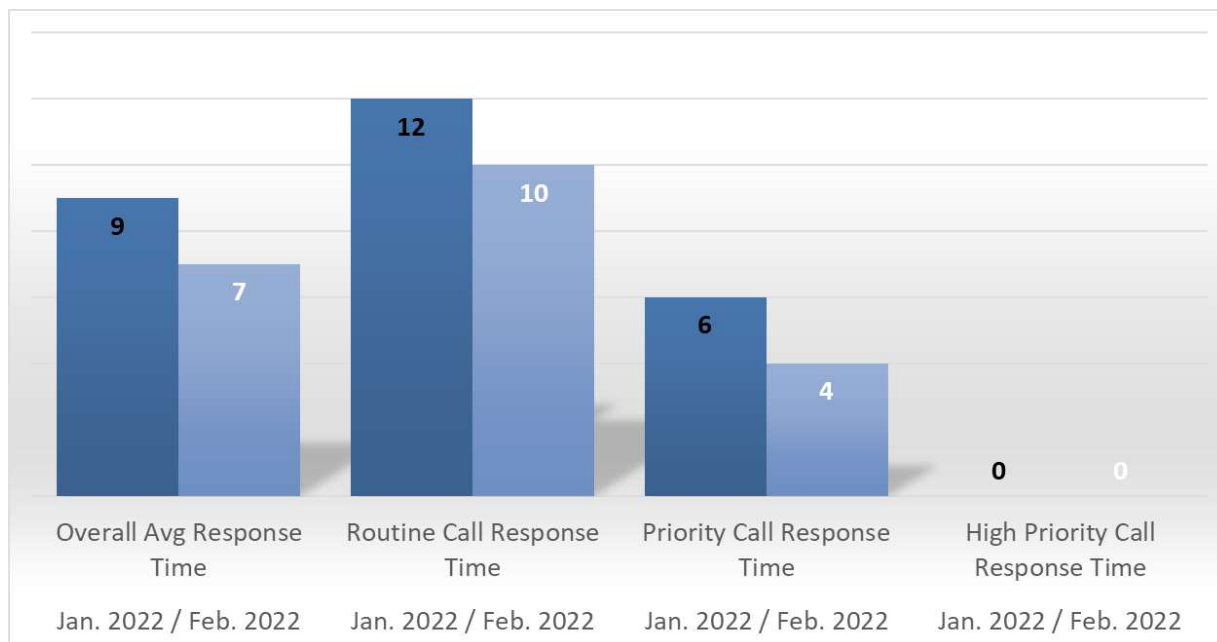
Calls for Service

For the month of February, Transit Security received 470 calls for service, compared to 462 calls for service in January 2022. The following is a breakdown of the call categories and response times.

- Routine: Transit Security received 415 calls and responded to 363 of them with an average response time of ten (10) minutes. The remaining calls were assigned to law enforcement, contract security, or other entities such as maintenance, Rail Operations Control, Bus Operations Control, local fire department, or elevator tech. (Routine: Assignments that are distributed to Metro Security Officers that require their presence to resolve, correct or assist a situation.)

- Priority: Transit Security received 55 calls and responded to 47 of them with an average response time of four (4) minutes. The remaining calls were assigned to law enforcement, contract security, or other entities such as maintenance, Rail Operations Control, Bus Operations Control, local fire department, or elevator tech. (Priority: Calls endangering property are dispatched as soon as possible if units are available, with the exception of bomb

threats calls, which are dispatched immediately to law enforcement. Vandalism and burglary calls may be delayed until officers are available.)

- High Priority: Transit Security did not receive any high priority calls. (High priority: Calls that are in-progress events where persons or high-value property is in immediate danger. This call requires as many personnel as possible to respond safely but quickly.)

Bar chart comparing response times for Jan. 2022 / Feb. 2022:
- Overall Avg Response Time: 9 / 7
- Routine Call Response Time: 12 / 10
- Priority Call Response Time: 6 / 4
- High Priority Call Response Time: 0 / 0

BUS OPERATIONS SECURITY

In February, there were a total of thirteen (13) assaults on bus/rail operators, with seven (7) assaults occurring in LAPD's jurisdiction and six (6) assaults occurring in LASD's jurisdiction. Furthermore, there were 12,055 bus boardings by LAPD officers and 6,005 bus boardings by LASD deputies on various routes throughout the system. The problem locations have been identified through daily analysis and officers interacting with bus operators at the end of the line.

Detectives determined the incidents were unrelated based off the suspects' descriptions, locations of occurrence, and victim interviews. Currently, there are no crime trends or patterns that have been identified by both LAPD and LASD. For details regarding the thirteen (13) bus operator assaults in February, please refer to the report titled Attachment G - Bus Operator Assaults February 2022.

Bus Strategies Operator Security Initiatives

Due to the recent number of crimes against our operators, SSLE has been working on the Bus Strategies Operator Security initiative to help improve operators' safety. The department is prioritizing the following efforts listed below because it is important for employees to feel safe in their work environment. Please note that some of these concepts have launched, and the department is

currently collecting information and evaluating their effectiveness:

- Law enforcement partners and SSLE Community Liaison are meeting weekly with bus operators to build relationships, discuss safety strategies, de-escalation techniques, and reporting processes

- Bystander Training

- Safety Bulletin Weekly Newsletter

- Collaboration with Operations to collect and evaluate feedback from operators to better understand needs

- Consideration of deployment of Metro Transit Security on buses

SAFETY BULLETIN

As of March 25th, Transit Security has published six (6) issues of a weekly internal periodical focusing on a multitude of safety-related topics spanning from health, environmental, and personal safety, workplace safety, and more. In addition, it includes interactive opportunities for employees to provide feedback on developing topics through polls. The bulletin is sent to employees via email, included once a week in the Daily Brief, as well as printed and distributed to Operations divisions. The safety bulletin will be released every Friday until further notice.

The weekly safety bulletin is a resource meant to help employees feel more confident when using the system. The bulletins are printed and posted at every division. Through this new initiative, SSLE hopes to increase employees' perception of safety using their suggested tools and tactics, especially front-line staff who are the most vulnerable.

BYSTANDER PROGRAM

The Bystander Intervention Training Program is currently being workshopped by a working group composed of members from the Office of Civil Rights Racial Equity & Inclusion (OCRREI), County Counsel, and the Office of Inspector General. The updated training incorporating working group feedback has been completed and in final review before moving to Talent Development for production. This process brings SSLE one step closer to releasing the training via the eLearning portal.

SEXUAL HARASSMENT

Calls related to sexual harassment are routed through Metro Transit Security Operations Center, which then transfers the caller to a free 24/7 hotline - Peace Over Violence, Center for the Pacific Asian Family Inc., and Sister Family Services - that can provide more directed counseling. Between February 1st through February 28th, Metro Transit Security, LAPD, and LASD received seventeen (17) incidents and referred a total of fifteen (15) victims of sexual harassment to the above free hotlines.

PUBLIC SAFETY ADVISORY COMMITTEE

In the March general PSAC meetings, the committee had the opportunity to hear from external speakers. On March 2nd, a panel discussion with ACT-LA, Labor Community Strategy Center, and Transit Center was held, with a primary focus on alternatives to public safety. Furthermore, on March 16th, the PSAC heard from multiple speakers representing the CALIF-ILC, who focused on the safety challenges and priorities faced by riders with disabilities.

Public Safety Budget

Motion 25.1 asked staff to consult with PSAC throughout the FY23 budget development process. After hearing staff presentations and undergoing a budget exercise, the PSAC outlined and voted on guiding principles for the FY23 public safety budget (see Attachment L). The key takeaways are as follows:

1) **Less Funding for Private Security:** Roughly 86% of committee members would like to see less funding allocated to private security personnel on Metro.
2) **More Funding for Homeless Services:** For almost all strategies under Homeless Outreach Services, committee members would like to see funding increase.
3) **No Increase for Law Enforcement Contracts:** For the Law Enforcement Contracts, members would not like to see funding increase. Instead, they opt for a decrease in funding or recommend that funding remain the same.
4) **More Funding for Transit Ambassadors:** Members would like to see funding increase for the Transit Ambassador pilot program.
5) **Continue Investing in "Creating a Safe Environment":** Members would like to see the funding increase or remain the same for the Creating a Safe Environment strategies.
6) **Mixed Feedback re: Technology:** Funding for Investments in Technology see mixed preferences based on the individual strategies. However, for all strategies in this category, members seek to increase or maintain funding levels.
7) **No Consensus Around Emergency Response and Safety & Security:** There is no clear consensus around the funding for Emergency Response or Safety & Security Initiatives Support.
8) **Need for Revised Categorization and Increased Transparency When Naming Budget Items:** Members requested that a number of budget line items be recategorized or renamed in the preceding table. The reorganization should strive to increase public understanding of how monies will be used and better reflect the end recipient of Public Safety Budget funds. Members felt that certain terminology or vague titling (such as "Emergency Response" being used for the design and construction of a physical building) obfuscated the funding's purpose. Additionally, this request attempts to correctly categorize when funds are going to law enforcement or agencies or internal System Safety initiatives.
9) **Request for Public Safety Budget to Include Funding for Metro's Office of Equity and Race (OER):** Citing information from a presentation on the forthcoming Place-Based

Implementation Strategy, members requested that forthcoming Public Safety Budgets include a line-item set-aside for the SSLE department to coordinate with OER on new and ongoing public safety program development and implementation.

In alignment with PSAC's feedback to increase funding for homeless services, the proposed budget includes additional funding to expand the number of outreach teams, deploy crisis response teams, and staffing support to expand the Homeless Outreach & Engagement unit. Furthermore, the proposed budget includes funding for new safety initiatives such as bystander training and a situational awareness simulator for Transit Security officers. With the transit ambassador program expected to launch in early 2023, staff will be able to revisit and assess the appropriate funding levels for this program and the private security and law enforcement contracts. This month the FY23 budget development progress update report will provide more details on the proposed overall public safety budget for the agency.

ANALYTICS-LED PUBLIC SAFETY FRAMEWORK

The Analytics-Led Public Safety framework will enable a collaborative and consolidated approach to public safety that ties together all reimagining efforts. PSAC and other stakeholders, including ACT-LA, have raised concerns that the Analytics-Led Public Safety Framework equates to predictive policing. As previously stated, the analytics led framework is not racial profiling or predictive policing. It is important to note that race will not be used as a data point for deployment. Racial data will only be used to measure outcomes. SSLE will be working with internal partners such as the Office of Equity and Race, Operations, and Homeless Outreach to receive their feedback on data analysis. Staff will be transparent with the community on what the data says, how it shapes the safety strategies and continue to be open to feedback from the community.

LA Metro will take a holistic approach to data driven decision making and look for ways to streamline our processes to prioritize safety and security while receiving the best return on investment. LA Metro will bring together large amounts of data in a variety of ways. However, this does not include using algorithms. This will shift our current approach from being reactive and responsive to being proactive and preventive when it comes to increasing safety for our riders and employees.

This public safety framework utilizes new strategies for Metro that rely on a layered approach to ensure Metro has a system designed to enhance safety and security. Feeling safe can look different to everyone, so it's important to consider more than the visibility and enforcement of security officers and law enforcement. Transit Ambassadors, custodians, mental health clinicians, homeless outreach workers, schedule checkers and bus and rail operators can share observed data that can be turned into analysis to identify trends and support business decisions. For example, the data may tell us where environmental upgrades such as better lighting are needed, where transit ambassadors should be deployed to aid riders with wayfinding or where homeless outreach workers should be deployed to render the most assistance.

SSLE will be working with internal partners such as the Offices of Equity and Race, Operations, Homeless Outreach, Customer Care, Labor Relations, and Ethics to receive their feedback on data analysis. Staff will be transparent with the community on what the data says, how it shapes the safety strategies and continue to be open to feedback from the community.

EQUITY PLATFORM

The random Quality Service Audits (QSA) provide a key assessment tool to help measure and enhance customer's perception of safety, security, customer service, and public sentiment toward Metro Transit Security. This comes in the form of a survey that asks to rate the service provided by Transit Security Officers. Participants range from external and internal personnel and patrons who ride the system. For the month of February, we had the following representation of QSAs for riders/patrons.

February QSA Demographics	Avg. Rating (out of 20)	2017 System Demographics (On-board Survey)
15% African American	20	16% African American
31% Hispanic	19	56% Hispanic
39% Caucasian	19	13% Caucasian
15% Asian American	17	9% Asian American
0% Native American	NA	1% Native American
0% Other	NA	5% Other

The PSAC budgeting exercise is an effort to diversify influence on investment decisions for system security and law enforcement. Shifting funds to support community-based approaches to policing, such as a transit ambassador program and the homeless outreach teams, are anticipated to benefit marginalized groups by making resources more accessible to riders and offering more public service choices. The diverse resources offered will help Metro personalize its customer service to better meet its riders' needs. They are intended to create a sense of community where riders feel like they belong and are safe due to the resourceful engagement when riding the system.

NEXT STEPS

Staff will continue to monitor our law enforcement partners, private security, and Transit Security performance, monitor crime stats, and adjust deployment as necessary.

ATTACHMENTS

Attachment A - Systemwide Law Enforcement Overview February 2022
Attachment B - MTA Supporting Data February 2022
Attachment C - Transit Police Summary February 2022
Attachment D - Monthly, Bi-Annual, Annual Comparison February 2022
Attachment E - Violent, Prop, and Part 1 Crimes February 2022
Attachment F - Demographics Data February 2022
Attachment G - Bus Operator Assaults February 2022

Attachment H - Sexual Harassment Crimes February 2022
Attachment I - March 2, 2022, PSAC General Meeting Minutes
Attachment J - March 2, 2022, PSAC Public Safety Budget Survey Results
Attachment K - March 16, 2022, PSAC General Meeting Minutes
Attachment L - April 6, 2022, Public Safety Budget Recommendations
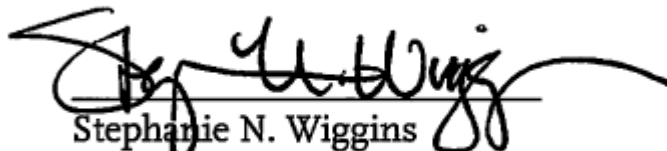
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Stephanie N. Wiggins
Chief Executive Officer

Average Incident Response Times

These graphs show how long it takes (in minutes) for LAPD, LASD, and LBPD to respond to Emergency, Priority, and Routine calls

LAPD

LASD

LBPD

Percentage of Time Spent on the System

		Time Spent on System	Time Spent Doing Other Law Enforcement Duties
LBPD	Rail	75%	25%
LASD	Rail	90%	10%
LASD	Bus	93%	7%
LAPD	Rail	90%	10%
LAPD	Bus	89%	11%

Bus Operator Assaults

Month	Assaults
Sep-21	15
Oct-21	9
Nov-21	19
Dec-21	17
Jan-22	13
Feb-22	13

Ratio of Staffing Levels vs Vacant Assignments

LAPD Staffing Vs Vacant Assignments

LASD Staffing Vs Vacant Assignments

LBPD Staffing Vs Vacant Assignments

Ratio of Proactive vs Dispatched Activity

LAPD
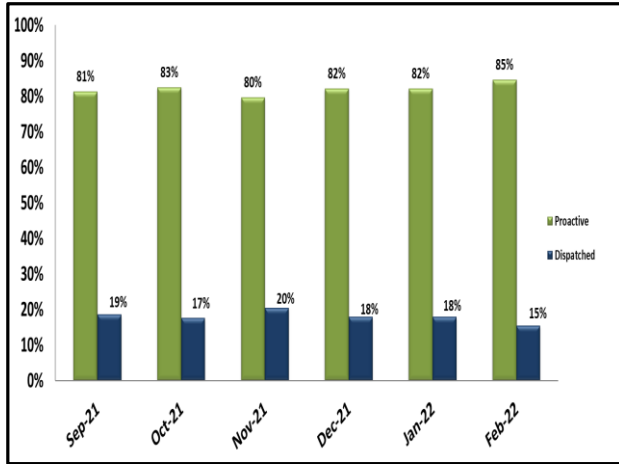
LASD

LBPD

Grade Crossing Operations

	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22
LBPD	9	9	5	5	4	6
LASD	511	509	551	510	555	232
LAPD	0	0	0	0	151	226
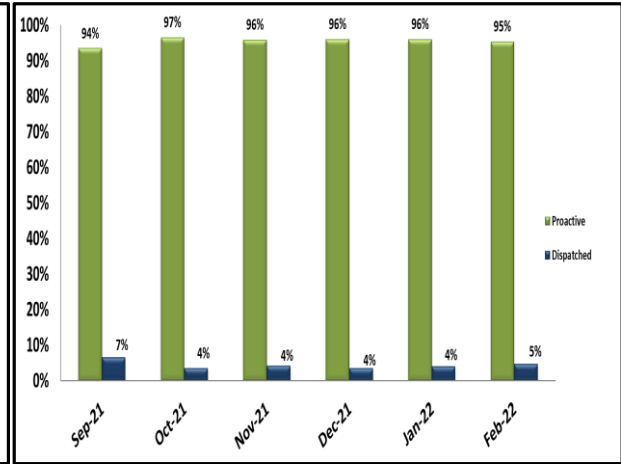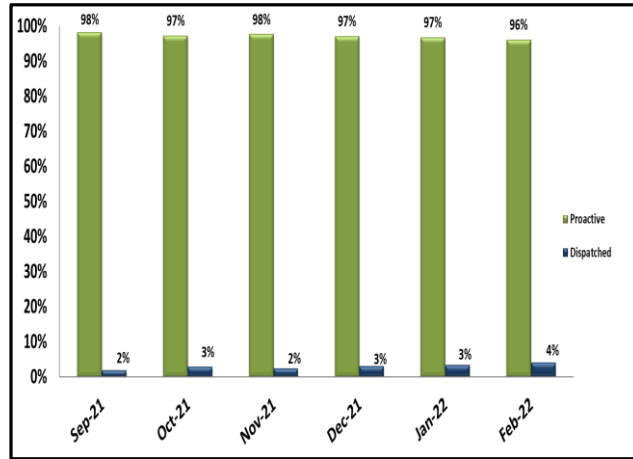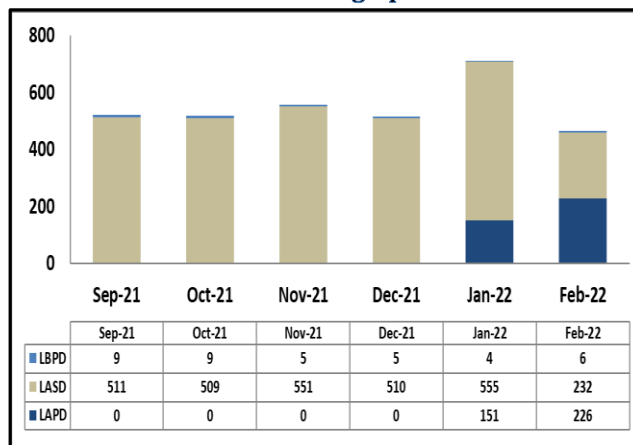
Grade Crossing Operation Locations February:

1. Blue Line Stations (186)
2. Expo Line Stations (117)
3. Gold Line Stations (161)

BLUE LINE

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	1
Rape	0	0	0	1
Robbery	1	4	2	35
Aggravated Assault	0	3	0	42
Aggravated Assault on Operator	0	0	0	0
Battery	2	3	3	68
Battery Rail Operator	0	0	0	1
Sex Offenses	0	1	0	8
SUB-TOTAL	**3**	**11**	**5**	**156**
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPD	FYTD
Burglary	0	1	0	5
Larceny	0	3	1	30
Bike Theft	0	0	0	1
Motor Vehicle Theft	0	0	1	2
Arson	0	0	1	2
Vandalism	0	4	0	23
SUB-TOTAL	**0**	**8**	**3**	**63**
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPD	FYTD
Weapons	0	2	0	8
Narcotics	0	1	0	12
Trespassing	0	1	0	5
SUB-TOTAL	**0**	**4**	**0**	**25**
TOTAL	**3**	**23**	**8**	**244**

ARRESTS

AGENCY	LAPD	LASD	LBPD	FYTD
Felony	2	8	1	71
Misdemeanor	1	22	2	237
TOTAL	**3**	**30**	**3**	**308**

CITATIONS

AGENCY	LAPD	LASD	LBPD	FYTD
Other Citations	0	16	0	134
Vehicle Code Citations	0	7	75	556
TOTAL	**0**	**23**	**75**	**690**

CALLS FOR SERVICE

AGENCY	LAPD	LASD	LBPD	FYTD
Routine	4	78	2	662
Priority	21	80	60	1,125
Emergency	2	15	14	207
TOTAL	**27**	**173**	**76**	**1,994**

DISPATCHED VS. PROACTIVE

AGENCY	LAPD	LASD	LBPD
Dispatched	17%	2%	4%
Proactive	83%	98%	96%
TOTAL	**100%**	**100%**	**100%**

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	6
Pico	0	0	0	8
Grand/LATTC	0	0	0	6
San Pedro St	1	0	0	7
Washington	1	0	0	19
Vernon	0	0	0	11
Slauson	0	3	0	11
Florence	0	0	0	11
Firestone	1	1	0	22
103rd St/Watts Towers	0	0	0	8
Willowbrook/Rosa Parks	4	2	2	50
Compton	2	0	0	15
Artesia	2	1	2	20
Del Amo	2	1	0	10
Wardlow	1	1	0	7
Willow St	0	0	0	5
PCH	0	0	0	3
Anaheim St	0	0	0	2
5th St	0	0	0	1
1st St	0	0	0	1
Downtown Long Beach	2	0	0	12
Pacific Av	2	1	0	8
Blue Line Rail Yard	0	1	0	1
Total	**19**	**11**	**4**	**244**

PERCENTAGE OF TIME ON THE RAIL SYSTEM

Blue Line-LAPD	89%
Blue Line-LASD	82%
Blue Line-LBPD	75%

GRADE CROSSING OPERATIONS

LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	64	0	0	93
Flower St	11	0	0	36
103rd St	1	0	0	3
Wardlow Rd	0	0	6	54
Pacific Ave.	0	0	0	0
Willowbrook	0	22	0	448
Slauson	2	4	0	67
Firestone	0	11	0	84
Florence	0	10	0	168
Compton	0	14	0	419
Artesia	0	33	0	455
Del Amo	0	8	0	207
Long Beach Blvd	0	0	0	0
TOTAL	**78**	**102**	**6**	**2,034**

LEGEND

Los Angeles Police Department
Los Angeles County Sheriff's Department
Long Beach Police Department

GREEN LINE

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	0	0	1
Rape	0	0	0
Robbery	1	3	22
Aggravated Assault	0	0	15
Aggravated Assault on Operator	0	0	1
Battery	0	2	15
Battery Rail Operator	0	0	0
Sex Offenses	0	0	6
SUB-TOTAL	**1**	**5**	**60**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	1
Larceny	0	1	10
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	1
Arson	0	0	0
Vandalism	0	5	29
SUB-TOTAL	**0**	**6**	**41**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	1	5
Narcotics	0	2	4
Trespassing	0	1	2
SUB-TOTAL	**0**	**4**	**11**
TOTAL	**1**	**15**	**112**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	0	4	35
Misdemeanor	1	8	32
TOTAL	**1**	**12**	**67**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	15	11	68
Vehicle Code Citations	36	0	47
TOTAL	**51**	**11**	**115**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	2	118	993
Priority	17	61	506
Emergency	1	9	56
TOTAL	**20**	**188**	**1,555**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	18%	4%
Proactive	82%	96%
TOTAL	**100%**	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
Redondo Beach	2	0	1	8
Douglas	0	0	0	1
El Segundo	0	0	0	3
Mariposa	0	0	0	2
Aviation/LAX	0	0	0	6
Hawthorne/Lennox	0	0	0	6
Crenshaw	0	2	1	15
Vermont/Athens	0	0	0	5
Harbor Fwy	0	0	0	5
Avalon	1	0	0	8
Willowbrook/Rosa Parks	0	0	2	22
Long Beach Bl	1	2	0	13
Lakewood Bl	1	1	0	5
Norwalk	1	1	0	13
Total	**6**	**6**	**4**	**112**

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	90%
Green Line-LASD	93%

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

EXPO LINE

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	0	0	0
Rape	0	1	1
Robbery	2	2	41
Aggravated Assault	4	0	20
Aggravated Assault on Operator	0	0	0
Battery	7	1	42
Battery Rail Operator	0	0	2
Sex Offenses	0	0	3
SUB-TOTAL	**13**	**4**	**109**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	0
Larceny	7	2	43
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	0
Arson	0	0	1
Vandalism	1	0	11
SUB-TOTAL	**8**	**2**	**57**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	0	4
Narcotics	0	0	0
Trespassing	0	0	2
SUB-TOTAL	**0**	**0**	**6**
TOTAL	**21**	**6**	**172**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	1	2	17
Misdemeanor	0	0	12
TOTAL	**1**	**2**	**29**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	4	1	21
Vehicle Code Citations	1	0	2
TOTAL	**5**	**1**	**23**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	12	51	546
Priority	49	31	557
Emergency	3	5	55
TOTAL	**64**	**87**	**1,158**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	12%	9%
Proactive	88%	91%
TOTAL	**100%**	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
7th St/Metro Ctr	1	0	0	4
Pico	1	0	0	1
LATTC/Ortho Institute	1	1	0	5
Jefferson/USC	1	1	0	7
Expo Park/USC	3	0	0	7
Expo/Vermont	0	1	0	13
Expo/Western	1	0	0	25
Expo/Crenshaw	3	2	0	18
Farmdale	1	0	0	9
Expo/La Brea	1	2	0	14
La Cienega/Jefferson	0	1	0	9
Culver City	1	1	0	12
Palms	0	0	0	2
Westwood/Rancho Park	0	0	0	2
Expo/Sepulveda	0	0	0	8
Expo/Bundy	0	0	0	3
26th St/Bergamot	0	0	0	2
17th St/SMC	1	0	0	4
Downtown Santa Monica	2	1	0	27
Expo Line Rail Yard	0	0	0	0
Total	**17**	**10**	**0**	**172**

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	90%
Expo Line-LASD	95%

GRADE CROSSING OPERATIONS			
LOCATION	**LAPD**	**LASD**	**FYTD**
Exposition Blvd	93	0	147
Santa Monica	0	18	397
Culver City	N/A	6	61
TOTAL	**93**	**24**	**605**

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

RED LINE

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	3
Robbery	5	37
Aggravated Assault	10	82
Aggravated Assault on Operator	0	0
Battery	21	130
Battery Rail Operator	0	1
Sex Offenses	2	24
SUB-TOTAL	**38**	**278**
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	14	76
Bike Theft	1	3
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	12	40
SUB-TOTAL	**27**	**119**
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	4	22
SUB-TOTAL	**4**	**22**
TOTAL	**69**	**419**

ARRESTS

AGENCY	LAPD	FYTD
Felony	6	41
Misdemeanor	3	46
TOTAL	**9**	**87**

CITATIONS

AGENCY	LAPD	FYTD
Other Citations	3	21
Vehicle Code Citations	0	14
TOTAL	**3**	**35**

CALLS FOR SERVICE

AGENCY	LAPD	FYTD
Routine	3	183
Priority	159	1,304
Emergency	10	110
TOTAL	**172**	**1,597**

DISPATCHED VS. PROACTIVE

AGENCY	LAPD
Dispatched	17%
Proactive	83%
TOTAL	**100%**

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

Red Line- LAPD	89%

LEGEND

Los Angeles Police Department

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	5	2	0	47
Civic Center/Grand Park	1	0	0	14
Pershing Square	2	0	0	27
7th St/Metro Ctr	3	2	0	39
Westlake/MacArthur Park	3	2	0	54
Wilshire/Vermont	3	6	2	29
Wilshire/Normandie	1	0	0	4
Vermont/Beverly	1	3	0	23
Wilshire/Western	0	2	0	11
Vermont/Santa Monica	3	2	0	19
Vermont/Sunset	2	0	2	13
Hollywood/Western	3	0	0	19
Hollywood/Vine	2	0	0	22
Hollywood/Highland	1	2	0	30
Universal City/Studio City	1	2	0	22
North Hollywood	7	4	0	46
Red Line Rail Yard	0	0	0	0
Total	**38**	**27**	**4**	**419**

GOLD LINE

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	0	2	9
Aggravated Assault	0	0	11
Aggravated Assault on Operator	0	0	0
Battery	1	1	20
Battery Rail Operator	0	0	1
Sex Offenses	0	0	8
SUB-TOTAL	1	3	50
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	1	1	23
Bike Theft	0	0	6
Motor Vehicle Theft	0	0	3
Arson	0	0	0
Vandalism	2	2	34
SUB-TOTAL	3	3	67
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	1
Narcotics	0	0	6
Trespassing	0	0	6
SUB-TOTAL	0	1	13
TOTAL	4	7	130

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	1	30
Misdemeanor	1	12	78
TOTAL	1	13	108

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	7	17	129
Vehicle Code Citations	14	1	29
TOTAL	21	18	158

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	6	153	1,318
Priority	24	93	869
Emergency	4	12	86
TOTAL	34	258	2,273

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	12%	7%
Proactive	88%	93%
TOTAL	100%	100%

CRIMES PER STATION			
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	0	1	8
Azusa Downtown	0	1	0	6
Irwindale	0	0	0	7
Duarte/City of Hope	0	0	0	6
Monrovia	0	0	0	9
Arcadia	1	0	0	9
Sierra Madre Villa	0	1	0	17
Allen	1	0	0	2
Lake	1	1	0	6
Memorial Park	0	0	0	5
Del Mar	0	0	0	3
Fillmore	0	0	0	4
South Pasadena	0	0	0	3
Highland Park	0	0	0	3
Southwest Museum	0	0	0	9
Heritage Square	0	0	0	2
Lincoln/Cypress	0	0	0	3
Chinatown	0	0	0	5
Union Station	1	0	0	5
Little Tokyo/Arts Dist	0	0	0	0
Pico/Aliso	0	1	0	3
Mariachi Plaza	0	1	0	4
Soto	0	1	0	4
Indiana (both LAPD & LASD)	0	0	0	2
Maravilla	0	0	0	2
East LA Civic Ctr	0	0	0	0
Atlantic	0	0	0	3
Total	4	6	1	130

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	90%
Gold Line-LASD	89%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	44	0	81
Arcadia Station	0	7	104
Irwindale	0	18	208
Monrovia	0	0	79
City of Pasadena	0	26	266
Magnolia Ave	0	0	8
Duarte Station	0	7	104
City Of Azusa	0	9	153
South Pasadena	0	3	50
City Of East LA	0	36	386
Figueroa St	11	0	18
TOTAL GOAL= 10	55	106	1,457

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

ORANGE LINE

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	4
Aggravated Assault	2	12
Aggravated Assault on Operator	0	0
Battery	0	8
Battery Bus Operator	0	2
Sex Offenses	0	0
SUB-TOTAL	2	26
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	1	2
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	1	4
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	3	30

ARRESTS

AGENCY	LAPD	FYTD
Felony	0	1
Misdemeanor	1	5
TOTAL	1	6

CITATIONS

AGENCY	LAPD	FYTD
Other Citations	99	127
Vehicle Code Citations	155	233
TOTAL	254	360

CALLS FOR SERVICE

AGENCY	LAPD	FYTD
Routine	1	8
Priority	6	42
Emergency	1	1
TOTAL	8	51

DISPATCHED VS. PROACTIVE

AGENCY	LAPD
Dispatched	16%
Proactive	84%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM

Orange Line- LAPD	91%

LEGEND

Los Angeles Police Department

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	0	7
Laurel Canyon	0	0	0	2
Valley College	0	0	0	0
Woodman	0	0	0	1
Van Nuys	0	0	0	4
Sepulveda	0	0	0	3
Woodley	0	0	0	0
Balboa	0	0	0	1
Reseda	0	1	0	3
Tampa	0	0	0	1
Pierce College	0	0	0	2
De Soto	0	0	0	1
Canoga	2	0	0	3
Warner Center	0	0	0	0
Sherman Way	0	0	0	1
Roscoe	0	0	0	0
Nordhoff	0	0	0	1
Chatsworth	0	0	0	0
Total	2	1	0	30

SILVER LINE

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	1	0	1
Aggravated Assault	1	0	3
Aggravated Assault on Operator	0	0	0
Battery	0	0	2
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	2	0	7
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	4
Bike Theft	0	0	1
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	0	0	5
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	1
Trespassing	1	0	1
SUB-TOTAL	1	0	2
TOTAL	3	0	14

ARRESTS

AGENCY	LAPD	LASD	FYTD
Felony	0	0	3
Misdemeanor	0	1	9
TOTAL	0	1	12

CITATIONS

AGENCY	LAPD	LASD	FYTD
Other Citations	96	0	153
Vehicle Code Citations	185	0	288
TOTAL	281	0	441

CALLS FOR SERVICE

AGENCY	LAPD	LASD	FYTD
Routine	0	4	23
Priority	5	0	24
Emergency	2	0	4
TOTAL	7	4	51

DISPATCHED VS. PROACTIVE

AGENCY	LAPD	LASD
Dispatched	15%	4%
Proactive	85%	96%
TOTAL	100%	100%

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	0	1
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	2
Downtown	0	0	0	1
37th St/USC	0	0	0	0
Slauson	0	0	0	3
Manchester	0	0	0	0
Harbor Fwy	0	0	1	2
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	2	0	0	5
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	0
Total	2	0	1	14

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM

Silver Line- LAPD	91%
Silver Line- LASD	97%

Los Angeles Police Department
Los Angeles County Sheriff's Department

BUS PATROL

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	0	0	1
Rape	0	0	0
Robbery	6	0	41
Aggravated Assault	3	2	66
Aggravated Assault on Operator	0	4	25
Battery	20	6	196
Battery Bus Operator	7	2	72
Sex Offenses	0	2	11
SUB-TOTAL	**36**	**16**	**412**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	1
Larceny	9	3	66
Bike Theft	2	1	12
Motor Vehicle Theft	0	0	2
Arson	0	0	0
Vandalism	5	2	59
SUB-TOTAL	**16**	**6**	**140**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	1	8
Narcotics	0	2	36
Trespassing	0	0	3
SUB-TOTAL	**0**	**3**	**47**
TOTAL	**52**	**25**	**599**

LASD's Crimes per Sector		
Sector		**FYTD**
Westside	6	33
San Fernando	1	13
San Gabriel Valley	5	35
Gateway Cities	3	65
South Bay	10	67
Total	**25**	**213**

LAPD's Crimes per Sector		
Sector		**FYTD**
Valley Bureau		
Van Nuys	0	13
West Valley	2	7
North Hollywood	3	21
Foothill	0	5
Devonshire	0	4
Mission	1	6
Topanga	1	7
Central Bureau		
Central	4	55
Rampart	5	23
Hollenbeck	4	11
Northeast	6	17
Newton	3	20
West Bureau		
Hollywood	3	17
Wilshire	5	25
West LA	1	9
Pacific	1	12
Olympic	5	36
Southwest Bureau		
Southwest	0	40
Harbor	0	1
77th Street	3	41
Southeast	5	16
Total	**52**	**386**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	2	5	66
Misdemeanor	3	25	306
TOTAL	**5**	**30**	**372**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	1	30	455
Vehicle Code Citations	0	7	120
TOTAL	**1**	**37**	**575**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	7	123	1,273
Priority	8	125	973
Emergency	1	22	92
TOTAL	**16**	**270**	**2,338**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	16%	2%
Proactive	84%	98%
TOTAL	**100%**	**100%**

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	89%
LASD BUS	93%

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

UNION STATION

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2022

REPORTED CRIME		
CRIMES AGAINST PERSONS	**LAPD**	**FYTD**
Homicide	0	0
Rape	0	2
Robbery	1	16
Aggravated Assault	2	19
Aggravated Assault on Operator	0	0
Battery	10	96
Battery Rail Operator	0	0
Sex Offenses	2	7
SUB-TOTAL	**15**	**140**
CRIMES AGAINST PROPERTY	**LAPD**	**FYTD**
Burglary	0	5
Larceny	4	50
Bike Theft	0	5
Motor Vehicle Theft	0	2
Arson	0	0
Vandalism	6	19
SUB-TOTAL	**10**	**81**
CRIMES AGAINST SOCIETY	**LAPD**	**FYTD**
Weapons	0	0
Narcotics	0	0
Trespassing	3	20
SUB-TOTAL	**3**	**20**
TOTAL	**28**	**241**

ARRESTS		
AGENCY	**LAPD**	**FYTD**
Felony	2	39
Misdemeanor	6	57
TOTAL	**8**	**96**

CITATIONS		
AGENCY	**LAPD**	**FYTD**
Other Citations	0	2
Vehicle Code Citations	2	2
TOTAL	**2**	**4**

CALLS FOR SERVICE		
AGENCY	**LAPD**	**FYTD**
Routine	14	83
Priority	55	379
Emergency	0	11
TOTAL	**69**	**473**

DISPATCHED VS. PROACTIVE	
AGENCY	**LAPD**
Dispatched	23%
Proactive	77%
TOTAL	**100%**

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	**LAPD**
Union Station	88%

LEGEND
Los Angeles Police Department

Transit Police
Monthly Crime Report

	2021	2022
	February	February
CRIMES AGAINST PERSONS		
Homicide	0	0
Rape	2	1
Robbery	13	30
Aggravated Assault	18	27
Aggravated Assault on Operator	1	4
Battery	56	77
Battery on Operator	5	9
Sex Offenses	9	7
SUB-TOTAL	**104**	**155**
CRIMES AGAINST PROPERTY		
Burglary	2	1
Larceny	19	47
Bike Theft	1	4
Motor Vehicle Theft	1	1
Arson	1	1
Vandalism	24	39
SUB-TOTAL	**48**	**93**
CRIMES AGAINST SOCIETY		
Weapons	6	5
Narcotics	19	5
Trespassing	6	10
SUB-TOTAL	**31**	**20**
TOTAL	**183**	**268**
ENFORCEMENT EFFORTS		
Arrests	40	120
Citations	266	783
Calls for Service	1,191	1,473

Metro

To provide excellence in service and support

Crimes

Monthly

System-Wide	Feb-21	Feb-22	% Change
Crimes Against Persons	104	155	49.04%
Crimes Against Property	48	93	93.75%
Crimes Against Society	31	20	-35.48%
Total	183	268	46.45%

Six Months

System-Wide	Sep-20-Feb-21	Sep-21-Feb-22	% Change
Crimes Against Persons	584	944	61.64%
Crimes Against Property	288	429	48.96%
Crimes Against Society	129	117	-9.30%
Total	1,001	1,490	48.85%

Annual

System-Wide	Mar-20-Feb-21	Mar-21-Feb-22	% Change
Crimes Against Persons	1,214	1,755	44.56%
Crimes Against Property	632	825	30.54%
Crimes Against Society	203	271	33.50%
Total	2,049	2,851	39.14%

Average Emergency Response Times

Monthly

Feb-21	Feb-22	Change in Seconds	% Change
3:50	4:35	45	19.57%

Six Months

Sep-20-Feb-21	Sep-21-Feb-22	Change in Seconds	% Change
4:49	4:50	1	0.35%

Annual

Mar-20-Feb-21	Mar-21-Feb-22	Change in Seconds	% Change
4:37	4:35	-2	-0.72%

Bus Operator Assaults

Monthly

Feb-21	Feb-22	% Change
6	13	116.67%

Six Months

Sep-20-Feb-21	Sep-21-Feb-22	% Change
35	86	145.71%

Annual

Mar-20-Feb-21	Mar-21-Feb-22	% Change
77	132	71.43%

Ridership

Monthly

Feb-21	Feb-22	% Change
13,876,644	18,714,368	34.86%

Six Months

Sep-20-Feb-21	Sep-21-Feb-22	% Change
94,813,750	126,178,542	33.08%

Annual

Mar-20-Feb-21	Mar-21-Feb-22	% Change
184,211,632	238,009,282	29.20%

Crimes: 6-Month Overview

Ridership: 6-Month Overview
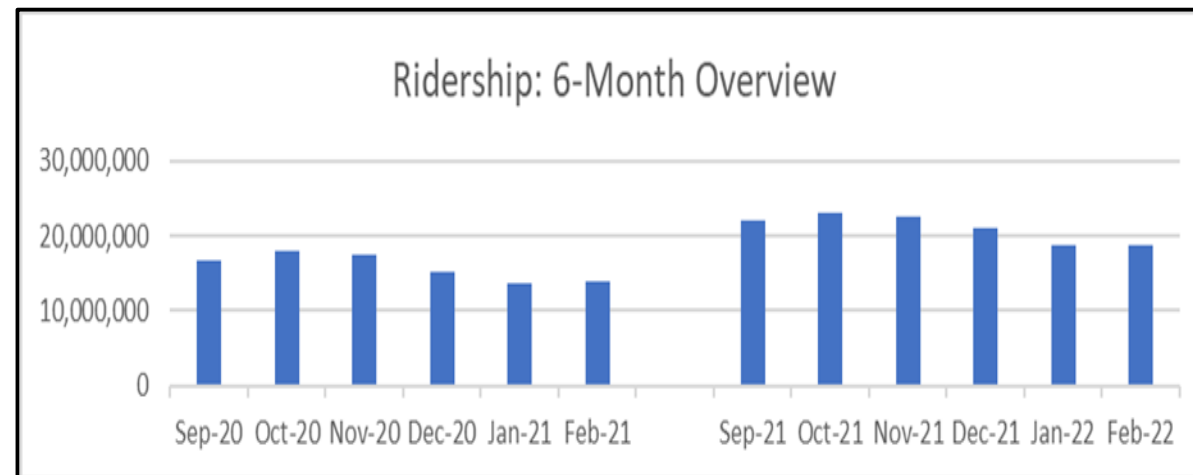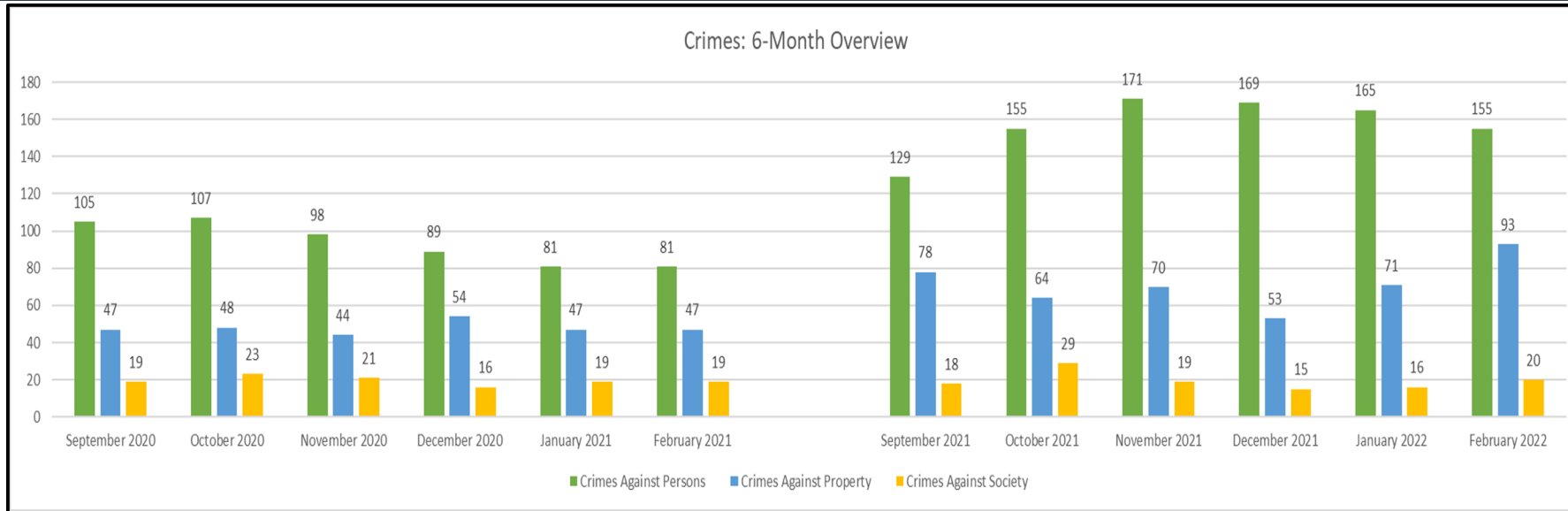
Violent and Property Crimes
February 2022

VIOLENT CRIMES	2/01/2022 TO 2/28/2022	1/01/2022 TO 1/31/2022	% Change	1/01/2022 TO 1/31/2022	12/01/2021 TO 12/31/2021	% Change	1/01/2022 TO 2/28/2022	1/01/2021 TO 2/28/2021	% Change	1/01/2022 TO 2/28/2022	1/01/2020 TO 2/29/2020	% Change
Homicide	0	1	-100.0%	1	0	N/A	1	1	0.0%	1	0	N/A
Rape	1	0	N/A	0	0	0.0%	1	3	-66.7%	1	4	-75.0%
Robbery	30	24	25.0%	24	41	-41.5%	54	27	100.0%	54	42	28.6%
Agg Assault	27	33	-18.2%	33	29	13.8%	60	32	87.5%	60	43	39.5%
Agg Assault on Operator	4	0	N/A	0	4	-100.0%	4	3	33.3%	4	2	100.0%
TOTAL VIOLENT	62	58	6.9%	58	74	-21.6%	120	66	81.8%	120	91	31.9%

PROPERTY CRIMES	2/01/2022 TO 2/28/2022	1/01/2022 TO 1/31/2022	% Change	1/01/2022 TO 1/31/2022	12/01/2021 TO 12/31/2021	% Change	1/01/2022 TO 2/28/2022	1/01/2021 TO 2/28/2021	% Change	1/01/2022 TO 2/28/2022	1/01/2020 TO 2/29/2020	% Change
Burglary	1	3	-66.7%	3	0	N/A	4	2	100.0%	4	1	300.0%
Larceny	47	35	34.3%	35	31	12.9%	82	41	100.0%	82	100	-18.0%
Bike Theft	4	2	100.0%	2	6	-66.7%	6	1	500.0%	6	14	-57.1%
Motor Vehicle Theft	1	2	-50.0%	2	2	0.0%	3	2	50.0%	3	4	-25.0%
TOTAL PROPERTY	53	42	26.2%	42	39	7.7%	95	46	106.5%	95	119	-20.2%
TOTAL PART 1	115	100	15.0%	100	113	-11.5%	215	112	92.0%	215	210	2.4%

This table summarizes Violent Crimes and Property Crimes, which make up Part 1 Crimes.

Los Angeles Police Department Transit Services Division
ARRESTEE DEMOGRAPHIC
02/01/2022 - 02/28/2022

RAIL / BUS STATION	MALE					FEMALE			TOTAL
	B	H	W	O	TOTAL	H	B	TOTAL	
RED LINE	12	2	2	1	17	0	0	0	17
CIVIC CENTER / GRAND PARK	1	1	2	0	4	0	0	0	4
UNION STATION	4	0	0	0	4	0	0	0	4
WESTLAKE MACARTHUR PARK	1	0	0	1	2	0	0	0	2
UNIVERSAL CITY / STUDIO CITY	1	0	0	0	1	0	0	0	1
HOLLYWOOD / HIGHLAND	1	0	0	0	1	0	0	0	1
VERMONT / BEVERLY	1	0	0	0	1	0	0	0	1
WILSHIRE / VERMONT	1	0	0	0	1	0	0	0	1
HOLLYWOOD / VINE	1	0	0	0	1	0	0	0	1
7TH & METRO CTR	1	0	0	0	1	0	0	0	1
PERSHING SQUARE	0	1	0	0	1	0	0	0	1
UNION STATION	1	3	1	0	5	0	1	1	6
UNION STATION	1	3	1	0	5	0	1	1	6
BRT	1	3	0	0	4	0	0	0	4
BRT	1	3	0	0	4	0	0	0	4
GOLD LINE	0	1	0	0	1	1	0	1	2
SOUTHWEST MUSEUM	0	1	0	0	1	0	0	0	1
SOTO	0	0	0	0	0	1	0	1	1
ORANGE LINE	0	1	0	1	2	0	0	0	2
CANOGA	0	1	0	0	1	0	0	0	1
SHERMAN WAY	0	0	0	1	1	0	0	0	1
BLUE LINE	0	1	0	0	1	0	0	0	1
WASHINGTON	0	1	0	0	1	0	0	0	1
GREEN LINE	1	0	0	0	1	0	0	0	1
HARBOR FRWY	1	0	0	0	1	0	0	0	1
EXPO LINE	0	1	0	0	1	0	0	0	1
EXPO / VERMONT	0	1	0	0	1	0	0	0	1
SILVER LINE	1	0	0	0	1	0	0	0	1
HARBOR GATEWAY TRANSIT CTR	1	0	0	0	1	0	0	0	1
TOTAL	16	12	3	2	33	1	1	2	35
% OF MONTHLY TOTAL	45.7%	34.3%	8.6%	5.7%	94.3%	2.9%	2.9%	5.7%	100.0%

Los Angeles Police Department Transit Services Division
ARRESTEE DEMOGRAPHIC
02/01/2022 - 02/28/2022

Attachment F

ARREST TYPE	MALE					FEMALE			TOTAL
	B	H	W	O	TOTAL	H	B	TOTAL	
FELONY TOTAL	**11**	**7**	**2**	**2**	**22**	**0**	**1**	**1**	**23**
RED LINE	9	1	1	1	12	0	0	0	12
UNION STATION	1	1	1	0	3	0	1	1	4
BRT	0	2	0	0	2	0	0	0	2
ORANGE LINE	0	1	0	1	2	0	0	0	2
SILVER LINE	1	0	0	0	1	0	0	0	1
GOLD LINE	0	1	0	0	1	0	0	0	1
BLUE LINE	0	1	0	0	1	0	0	0	1
MISDEMEANOR TOTAL	**5**	**5**	**1**	**0**	**11**	**1**	**0**	**1**	**12**
RED LINE	3	1	1	0	5	0	0	0	5
BRT	1	1	0	0	2	0	0	0	2
UNION STATION	0	2	0	0	2	0	0	0	2
GOLD LINE	0	0	0	0	0	1	0	1	1
EXPO LINE	0	1	0	0	1	0	0	0	1
GREEN LINE	1	0	0	0	1	0	0	0	1
TOTAL	**16**	**12**	**3**	**2**	**33**	**1**	**1**	**2**	**35**
% OF MONTHLY TOTAL	**45.7%**	**34.3%**	**8.6%**	**5.7%**	**94.3%**	**2.9%**	**2.9%**	**5.7%**	**100.0%**

Los Angeles Sheriff's Department - Transit Services Bureau
Arrestee Information for the Month of February 2022
02/01/2022 - 02/28/2022

Premise	Female				Total Female	Male				Total Male	Total Arrests
	Black	Hispanic	Other	White		Black	Hispanic	Other	White		
A-Line - Del Amo	0	0	0	0	0	1	0	0	0	1	1
A-Line - Artesia	1	1	0	0	2	6	2	0	3	11	13
A-Line - Compton	1	1	0	0	2	1	0	0	0	1	3
A-Line - Willowbrook	0	1	0	0	1	2	7	0	0	9	10
A-Line - Firestone	0	0	0	0	0	0	0	0	0	0	0
A-Line - Florence	1	0	0	0	1	0	0	0	0	0	1
A-Line - Slauson	0	0	0	0	0	0	2	0	0	2	2
C-Line - Redondo Beach	0	0	0	0	0	2	2	0	0	4	4
C-Line - Douglas	0	0	0	0	0	0	0	0	0	0	0
C-Line - El Segundo	0	0	0	0	0	1	0	0	0	1	1
C-Line - Mariposa	0	0	0	0	0	0	0	0	0	0	0
C-Line - Hawthorne	0	0	0	0	0	1	0	0	1	2	2
C-Line - Crenshaw	1	0	0	0	1	0	0	0	0	0	1
C-Line - Vermont	0	0	0	0	0	0	0	0	0	0	0
C-Line - Willowbrook	0	1	0	0	1	1	0	0	0	1	2
C-Line - Long Beach	0	0	0	0	0	1	0	0	0	1	1
C-Line - Lakewood	0	0	0	0	0	0	0	0	0	0	0
C-Line - Norwalk	0	0	0	0	0	0	1	0	0	1	1
E-Line - Culver City	0	0	0	0	0	0	0	0	0	0	0
E-Line - 26th/Bergamot	0	0	0	0	0	0	0	0	0	0	0
E-Line - 17th/SMC	0	0	0	0	0	0	0	0	0	0	0
E-Line - Downtown Santa Monica	0	0	0	0	0	2	0	0	0	2	2
L-Line - Atlantic	0	0	0	0	0	0	0	0	0	0	0
L-Line - East LA Civic Center	0	0	0	0	0	0	0	0	0	0	0
L-Line - Maravilla	0	0	0	0	0	0	0	0	0	0	0
L-Line - Indiana	0	0	0	0	0	0	0	0	0	0	0
L-Line - South Pasadena	0	0	0	1	1	0	0	0	0	0	1
L-Line - Fillmore	0	0	0	0	0	0	0	0	0	0	0
L-Line - Del Mar	0	0	0	0	0	0	0	0	0	0	0
L-Line - Memorial Park	0	0	0	0	0	0	0	0	0	0	0
L-Line - Lake	0	0	0	0	0	0	0	0	0	0	0
L-Line - Allen	0	0	0	0	0	0	0	0	0	0	0

Los Angeles Sheriff's Department - Transit Services Bureau
Arrestee Information for the Month of February 2022
02/01/2022 - 02/28/2022

Premise	Female				Total Female	Male				Total Male	Total Arrest
	Black	Hispanic	Other	White		Black	Hispanic	Other	White		
L-Line - Sierra Madre Villa	0	1	0	0	1	1	1	0	1	3	4
L-Line - Arcadia	0	1	0	0	1	1	0	0	1	2	3
L-Line - Monrovia	0	0	0	0	0	0	0	0	0	0	0
L-Line - Duarte	0	0	0	0	0	0	0	0	0	0	0
L-Line - Irwindale	0	0	0	0	0	0	0	0	0	0	0
L-Line - Azusa Downtown	0	0	0	0	0	1	0	0	2	3	3
L-Line - APU/Citrus College	0	0	0	0	0	0	2	0	0	2	2
J-Line - Carson	0	0	0	0	0	0	0	0	0	0	0
J-Line - El Monte	0	0	0	0	0	0	1	0	0	1	1
Bus	0	2	0	1	3	7	14	0	5	26	29
Total	4	8	0	2	14	28	32	0	13	73	87

Long Beach Police Department - Metro Transportation Detail
Arrestee Demographic Stats - February 2022
3/15/22

Crimes Against Persons	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused
Battery	Arr	H	M	22	Downtown Long Beach Stn	Yes

Crimes Against Property	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused
Robbery; Commercial	*Arr*	*M*	*H*	*27*	*Willow Street Stn*	*No*
(Robbery occurred in Patrol, suspect arrested by Metro officers)						

Crimes Against Society	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused

Long Beach Police Department - Metro Transportation Detail
Suspect Demographic Stats - February 2022
3/15/22

Crimes Against Persons	Suspect	Gender	Ethnicity	Age	Station	Unhoused
Battery	1	M	W	20	Pacific Coast Highway Stn	Unk
Robbery	1	M	B	25-30	Wardlow Stn	Unk
Battery	1	M	B	Unk	Pacific Coast Highway Stn	Unk
Robbery	Unk	Unk	Unk	Unk	Downtown Long Beach Stn	Unk

Crimes Against Property	Suspect	Gender	Ethnicity	Age	Station	Unhoused
Larceny	1	M	H	17-20	Del Amo Maintenance Yard	Unk
Motor Vehicle Theft	Unk	Unk	Unk	Unk	Wardlow Stn	Unk
Arson	Unk	Unk	Unk	Unk	Pacific Avenue Stn	Unk

Crimes Against Society	Suspect	Gender	Ethnicity	Age	Station	Unhoused
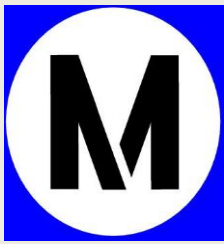
Los Angeles Police Department - Transit Services Division
Monthly Bus / Rail Operator Assault Recap Report
FEBRUARY 2022

Crimes Against Persons
Month of February 2022, 2021 & 2020

	2022	2021	2020	TOTAL
AGG	0	1	1	2
AGG / BRANDISH	0	1	0	1
BATTERY	7	4	7	18
TOTAL	7	6	8	21

Type of Assault
February 2022

57.1% 42.9%

- PUNCH / HIT / KICK / PUSH
- SPIT

Description
February 2022

14.3% 57.1% 28.6%

- SPIT
- HIT
- SLAP

LAPD Area
February 2022

14.3% 28.6% 14.3% 14.3% 14.3% 14.3%

- NORTHEAST
- TOPANGA
- OLYMPIC
- HOLLENBECK
- 77TH ST.
- NEWTON

LAPD Bureau
February 2022

14.3% 57.1% 14.3% 14.3%

- CENTRAL
- SOUTH
- VALLEY
- WEST

DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY ILL	BARRIER UTILIZED
02/3/22 @ 1610 HRS	Bus Line # 204 79th St & Vermont	**BATTERY** As victim operated bus, victim had to come to an abrupt stop due suspect standing in the roadway. Victim honked the horn, suspect moved away, and victim proceeded to the bus stop. Suspect entered bus and soon after demanded victim stop bus (undesignated location) to exit. Suspect became irate, walked up to the victim and managed to spit around the plastic barrier. The spit landed on victim's forehead. **INJURIES** Victim suffer spit to forehead contact. Victim refused RA transport. **NO ARREST**	M/B 50 YOA	Unknown	Yes
02/06/22 @ 1345 HRS	Bus Line # 51 16th St. & San Pedro	**BATTERY** Victim conducted a shift changeover with his counterpart. Suspect complained stating she was previously "kicked off' another bus. Suspect shouted, "Hey," approached victim and punched victim's face three times. Victim managed to lock bus doors, preventing suspect from continuing her assault. Officers responded to the scene, located suspect and conducted a field show up. Victim identified suspect resulting in a Private Persons Arrest. **INJURIES** Pain and soreness to victim's cheekbones. Victim refused RA transport. **ARREST**	F/A 36 YOA	Mentally Ill	No. Victim not seated during assault
02/11/22 @ 1445 HRS	Bus Line # 78 Monterey & Huntington Dr.	**BATTERY** Victim observed suspect not wearing a mask on the bus. Victim advised a mask was required to ride the bus. Suspect became agitated, walked up to victim and punched victim's cheek. Suspect then attempted to hit victim again but missed due to victim moving back to avoid contact. Victim called PD. Suspect fled location. **INJURIES** Victim suffered soreness to cheekbone. **NO ARREST**	M/H 27 YOA	Unknown	Unknown

Attachment G

DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY ILL	BARRIER UTILIZED
02/12/22 @ 1130 HRS	Bus Line # 207 Western & Washington	**BATTERY** Suspect entered bus and stated to victim, "That's the last time you're late for me B…." Suspect reached around the barrier and spit directly into victim's eyes. Suspect exited bus and fled location. **INJURIES** Spit to eyes contact. RA responded. Victim walked to LAFD station (50 yards away) and sought eye flush treatment. **NO ARREST**	M/B 25 YOA	Unknown	Yes
02/14/22 @ 1350 HRS	Bus Line # 182 Vermont & Fountain	**BATTERY** Suspect entered crosswalk causing victim to near miss while operating bus. Suspect became angry, walked up and struck bus window. Suspect then pulled the window out and spat on the victim. **INJURIES** Victim complained of pain in his left eye due to exposure to the glass particles and spit to eyes. Victim was RA transported to Hollywood Presbyterian Hospital. **NO ARREST**	M/B 52 YOA	Yes	Yes
02/18/22 @ 1814 HRS	Bus Line # 603 Oak Glen & Allesandro	**BATTERY** Victim advised suspect he need to pay bus fare. Suspect stated, "I'm not going to pay that you b…., this is my country!" Suspect then spat on victim. **INJURIES** Spit to body contact. **NO ARREST**	M/H 35 YOA	Unknown	Unknown
2/26/22 @ 1430 HRS	Bus Line # 161 San Luis & Rigoletto	**BATTERY** Suspect entered bus and immediately yelled she was going to spit on the seats. Suspect continued to display disruptive behavior. Victim contacted PD for assistance. When suspect observed victim requesting PD, suspect became angry, approached victim, slapped victim's prescription glasses off victim's face and caused them to fall on the ground. **INJURIES** Victim did not complain of any injuries and refused medical attention. **ARREST**	F/B 48 YOA	Yes	Unknown

3 – Year to Date Assault Type Comparison

ASSAULT TYPE	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL	% OF 3 - YEAR TOTAL
PUNCH / HIT / KICK / PUSH	8	4	4	100.0%	4	5	-1	-20.0%	17	39.5%
SPIT	7	4	3	75.0%	4	6	-2	-33.3%	17	39.5%
THREW OBJ / FOOD / LIQUID	1	1	0	0.0%	1	4	-3	-75.0%	6	14.0%
BRANDISH	0	2	-2	-100.0%	2	0	2	N/C	2	4.7%
SPRAY	0	1	-1	-100.0%	1	0	1	N/C	1	2.3%
TOTAL	16	12	4	33.3%	12	15	-3	-20.0%	43	100.0%

Monthly Bus / Rail Operator Assaults Recap Report
February 2022
Page 3

3 – Year to Date Crime Type, Weapon Type & Bureau Comparison

CRIME TYPE	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL	% OF 3 YR TOTAL
BATTERY	16	8	8	100.0%	8	14	-6	-42.9%	38	88.4%
AGG	0	3	-3	-100.0%	3	1	2	200.0%	4	9.3%
AGG / BRANDISH	0	1	-1	-100.0%	1	0	1	N/C	1	2.3%
TOTAL	16	12	4	33.3%	12	15	-3	-20.0%	43	100.0%

CRIME TYPE
3 - YTD
2020 - 2022

- BATTERY
- AGG
- AGG / BRANDISH

9.3% 2.3% 88.4%
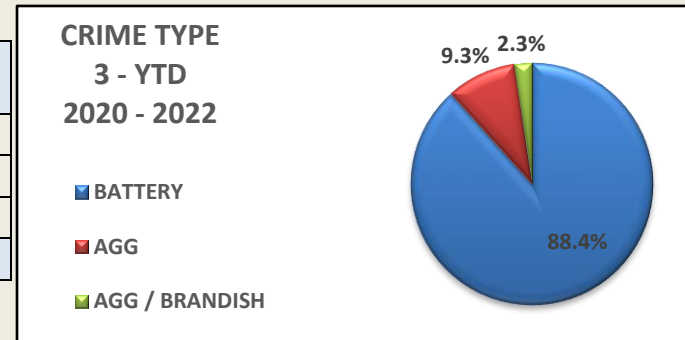
WEAPON TYPE	2022	2021	DIFF	0.0%	2021	2020	DIFF	% CHG	TOTAL	% OF 3-YR TOTAL
SPIT	8	4	4	100.0%	4	6	-1	-33.3%	18	41.9%
STRONG ARM	6	3	3	100.0%	3	5	2	-40.0%	14	32.6%
HARD OBJ	1	2	-1	-50.0%	2	3	1	-33.3%	6	14.0%
HGUN	0	2	-2	-100.0%	2	0	-1	N/C	2	4.7%
PEPPER / OTH SPRAY	0	1	-1	-100.0%	1	0	0	N/C	1	2.3%
LIQUID	0	0	0	N/C	0	1	-3	-100.0%	1	2.3%
VOMIT	1	0	1	N/C	0	0	0	N/C	1	2.3%
TOTAL	16	12	4	33.3%	12	15	0	-20.0%	43	100.0%

BUREAU	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL	% OF 3-YR TOTAL
CENTRAL	9	6	3	50.0%	6	6	0	0.0%	21	48.8%
SOUTH	3	1	2	200.0%	1	5	-4	-80.0%	9	20.9%
VALLEY	2	4	-2	-50.0%	4	2	2	100.0%	8	18.6%
WEST	2	1	1	100.0%	1	2	-1	-50.0%	5	11.6%
TOTAL	16	12	4	33.3%	12	15	-3	-20.0%	43	100%

OPERATIONS BUREAU
3 - YTD
2022 - 2022

- CENTRAL
- SOUTH
- VALLEY
- WEST

11.6% 18.6% 20.9% 48.8%

Attachment G
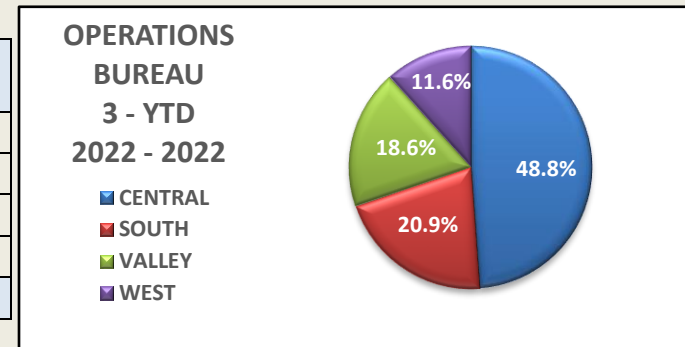
3 Year to Date Statistical Analysis – Victim Demographic

YEAR	MALE					FEMALE			3-YR	% of 3 - YR
	H	B	W	O	TOTAL	B	H	TOTAL	TOTAL	TOTAL
2022	6	2	0	0	8	5	3	8	16	37.2%
2021	4	0	1	1	6	3	3	6	12	27.9%
2020	5	4	1	0	10	3	2	5	15	34.9%
TOTAL	15	6	2	1	24	11	8	19	43	100.0%
% OF 3 YTD TOTAL	34.9%	14.0%	4.7%	2.3%	55.8%	25.6%	18.6%	44.2%	100.0%	

3 Year to Date Statistical Analysis – Suspect Demographics

YEAR	MALE					FEMALE				3 - YR	% OF 3 - YR
	B	H	W	A	TOTAL	B	W	A	TOTAL	TOTAL	TOTAL
2022	6	5	1	0	12	3	0	1	4	16	37.2%
2021	6	3	2	1	12	0	0	0	0	12	27.9%
2020	10	2	0	1	13	1	1	0	2	15	34.9%
TOTAL	22	10	3	2	37	4	1	1	6	43	100.0%
% OF 3 - YR TOTAL	51.2%	23.3%	7.0%	4.7%	86.0%	9.3%	2.3%	2.3%	14.0%	100.0%	

Monthly Bus/Rail Operator Assault Report

February 2022

February Bus/Rail Operator Assaults

Feb 2020 - 2022 Assaults

Non-Aggravated · Aggravated · Robbery · Sex Crime
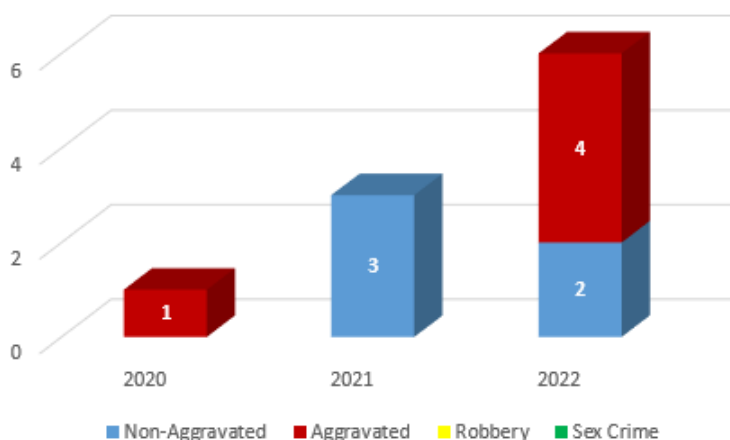
Feb 2022 Method of Assault

Knife, 1, 17%
Threw can, 2, 33%
Spit, 1, 17%
Hands, 2, 33%
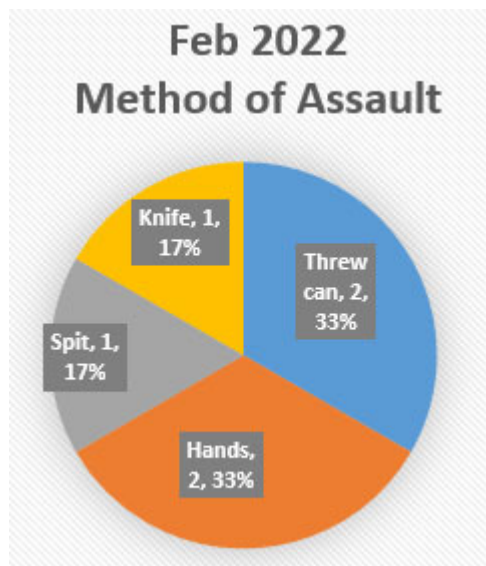
In February, there were two non-aggravated assaults with arrests, and four aggravated assaults.

Date	Time	Line	Bus #	Narrative	Barrier
2/4/2022	13:40	L662	1593	Los Robles/Orange Grove, Pasadena 2/4 1400hrs Sus threatened bus op with knife for unknown reason	Yes
2/8/2022	19:40	L117	8461	Century/Hawthorne, Inglewood 2/8 1940hrs Sus MW/25-30yrs threw beer can at bus op for no reason	Yes
2/11/2022	1:30	L18	5967	2000 Flotilla, Montebello 2/11 0130hrs Sus MH/27yrs **arrested** for sptting on bus op after trying to open bus door during op's break	N/A (o)
2/22/2022	18:13	L266	5884	Lakewood/Stewart & Gray, Downey 2/22 1813hrs Sus MH punched bus op in face when op was fixing sus's bike on bike rack	N/A (o)
2/23/2022	15:14	L287	4061	El Monte Terminal 2/23 1514hrs Sus MW/27yrs **arrested** for throwing a can at bus op over food policy	Yes
2/24/2022	15:10	L94	1892	San Fernando/Sonora, Glendale 2/24 1522hrs Sus MB/40s punched bus op in face over fare	Yes

*B (NU): Barrier installed, not used; N/A (o): Not applicable, assault occurred outside of barrier

Year to Date Assaults

Year To Date by Month
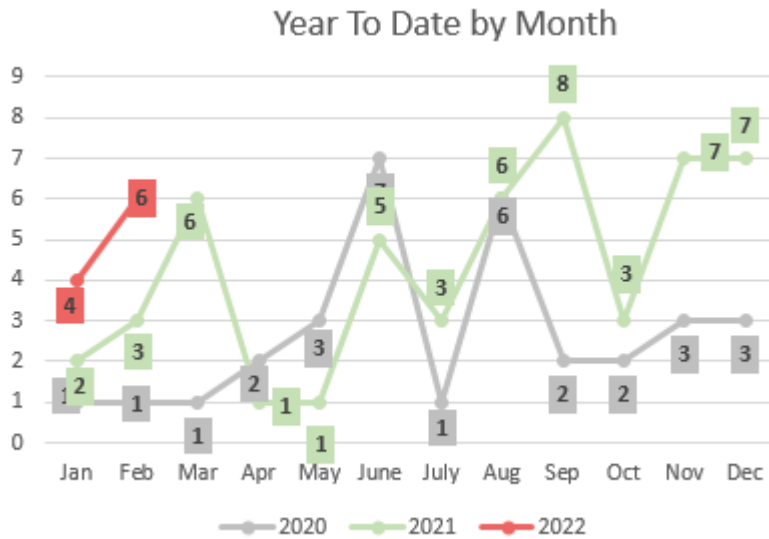
2020 — 2021 — 2022

YTD Operator Assaults

YTD 2020 - 2

YTD 2021- 5

YTD 2022 - 10

Solve Rate

Type	Unsolved	Solved	Total	% Solved
Aggravated Assault	4		4	0.0%
Non-Aggravated Assault	3	3	6	50.0%
Robbery			0	#DIV/0!
Sex Crime			0	#DIV/0!
Total	7	3	10	30.0%

30% of assaults have been solved. The most frequent method of assault has been using hands or throwing a can.

Top Reasons for Assault

Reason	Count
No Reason	4
Other	3
Policy/Food	1
Mentally ill	1
Fare	1
Grand Total	**10**

Year to Date: Method of Assault
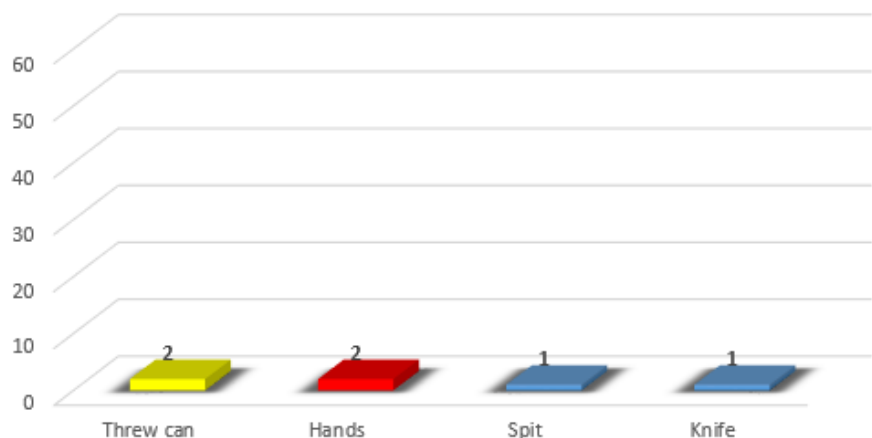
Year to Date Assaults CONTINUED

Bus/Rail Operator Assaults - YTD

*5yr average is based on the average of operator assaults from 2017-2021.

Prior to July 1st 2017, LASD patrolled the entire Metro system.

Barrier/No Barrier	Count
Not reported	0
No Barrier/Monitor	0
Operator assaulted outside barrier	4
Barrier (Not Used)	0
Barrier Used	6
Grand Total	**10**

Of the 10 incidents reported this year, 4 occurred outside the barrier. In 6 incidents, the barrier was used.

Map of 2022 Bus/Rail Operator Assaults
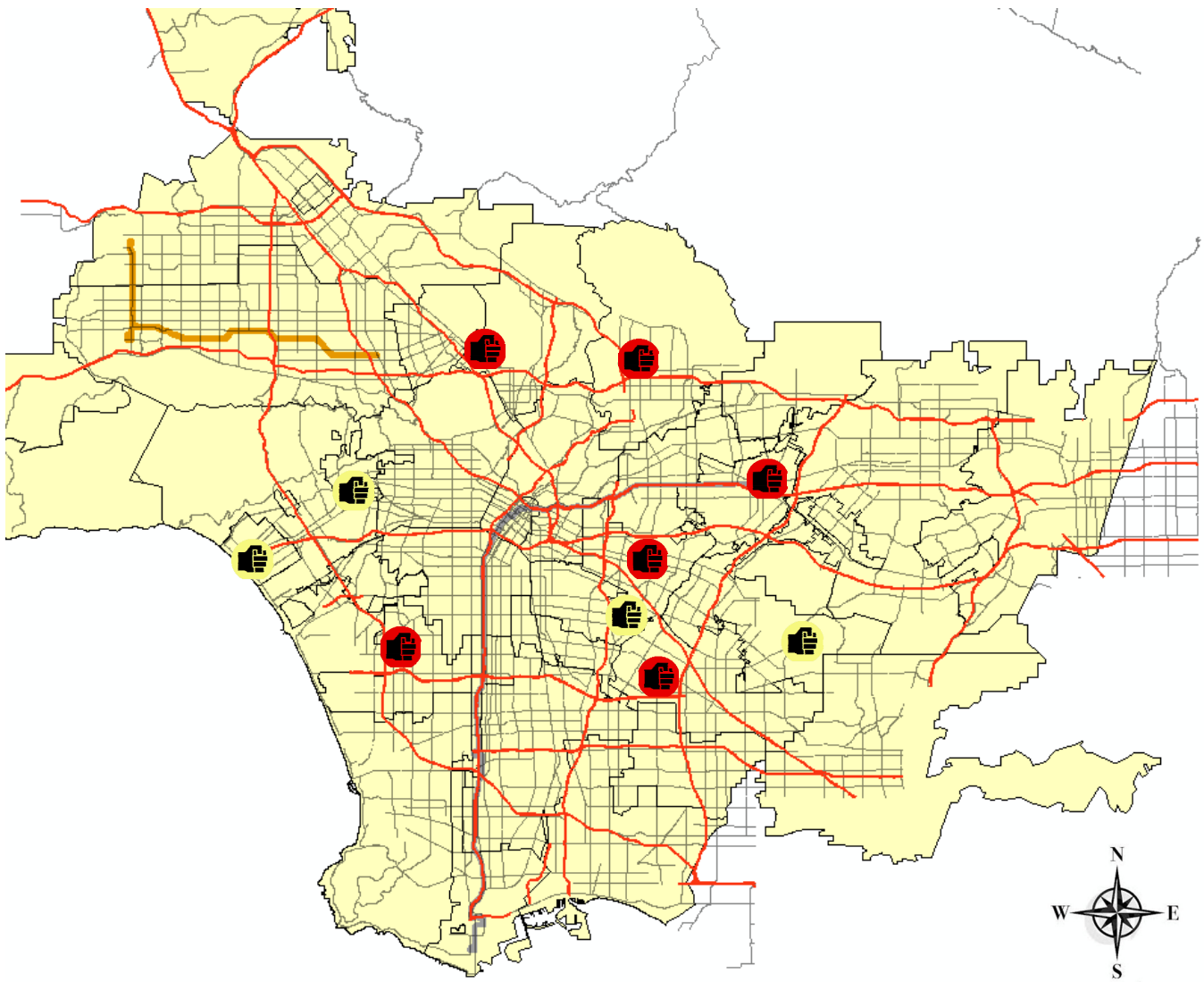
Bus Operator Assaults

- February
- January

Bus Sector and Line Statistics - YTD

Sector	Count
South Bus Gateway	4
North Bus El Monte Terminal	1
North Bus San Gabriel	1
South Rail Expo	1
South Bus Westside	1
North Bus San Fernando	1
South Bus Southbay	1
Grand Total	**10**

Line	Count
L258	1
L94	1
L662	1
L120	1
L266	1
L18	1
E Line	1
L204	1
L117	1
L287	1
Grand Total	**10**
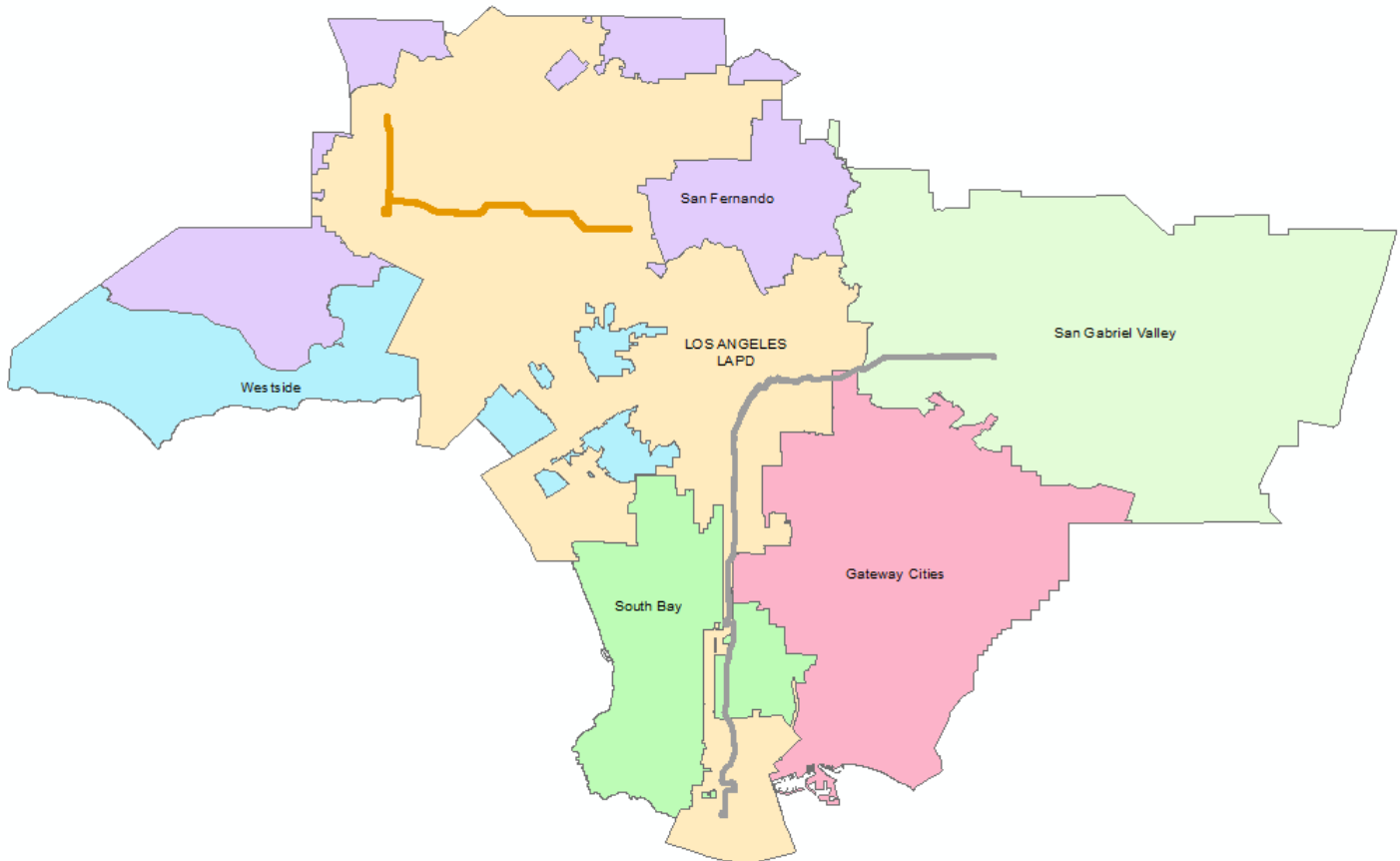
Sexual Crime / Harassment Calls for Service (February 2022)

February 2022 Incident Type & Totals					
	LAPD	**LASD**	**LBPD**	**MTS**	**SSLE**
Sexual Harassment	1	2	0	2	5
Sexual Battery	4	2	0	0	6
Lewd Conduct	1	0	0	1	2
Indecent Exposure	0	0	0	3	3
Rape	0	1	0	0	1
TOTAL	**6**	**5**	**0**	**6**	**17**

Counseling Information Provided	
	February 2022
YES	**15**
NO- If no, why?	**2**
Gone On Arrival	0
Did Not Have Info	0
Telephonic Report	0
Not Offered	1
Refused	1
Officer Witnessed Incident	0
TOTAL	**15**

February 2022: Dept. Average Incident Response Time Sex Crime / Harassment Measured in Minutes			
Agency	**Time Tracking: Incident Rpt. To Call Created**	**Time Tracking: Call Generated To On Scene**	**Time Tracking: Incident Rept. To On Scene**
LAPD	0	14	14
LASD	5	12	17
LBPD	N/A	N/A	N/A
MTS	0	5	0
DEPT AVERAGE	**2**	**10**	**10**

Metro Public Safety Advisory Committee
General Committee Meeting #22
Meeting Summary
Wednesday, March 2, 2022
5:00 – 7:00 p.m.

I. Call to Order

    a. **Zoom Meeting Protocols**
        i. Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

    b. **Agenda**
        i. Facilitator France reviewed the agenda for the meeting.

    c. **Roll Call**
    Present: Ashley Ajayi, Clarence Davis, Carrie Madden, Ma'ayan Dembo, Esteban Gallardo, Darryl Goodus, Florence Annang, Charles Hammerstein, Sabrina Howard, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncee Smith, Constance Strickland, Mohammad Tajsar
    Absent: Andrea Urmanita, Jessica Kellogg, Scarlett de Leon, Raul Gomez

    d. **Approval of Meeting Minutes for 02/16/22**
        i. Committee members voted to approve the meeting minutes for the February 16th, 2022, meeting.
        ii. Meeting minutes were approved unanimously.

II. General Public Comment

Public comment was taken from meeting participants.
    a. Commentor from the Alliance for Community Transit shared that the committee should be concerned by the proposed flexible dispatch system and the predictive policing approach because it goes against the Board's mandate to shift towards non-law enforcement alternatives to community safety.
    b. Commentor agreed with the previous comment and added they would like to see more community-based policing solutions.
    c. Commentor urged PSAC members to discuss not renewing the policing contract and instead pursue community-led approaches, such as those highlighted in the ACT-LA's Metro as a Sanctuary Report.
    d. Commentor highlighted the need for reliable and safe public transportation. They urged PSAC to consider transit ambassadors and other options as job creation tools for the community.
    e. Commentor shared the contributions of working-class immigrant mothers and elders to ACT-LA's Metro as a Sanctuary Report and asked members to consider the recommendations within the report.
    f. Commentor uplifted the earlier comments related to flexible dispatch.
    g. Commentor expressed support for the community led safety alternatives described in the Metro as a Sanctuary Report.

III. Discussion

Panel Discussion

Alfonso Directo Jr. (ACT-LA), Channing Martinez (Labor Community Strategy Center), and Chris Van Eyken (TransitCenter) were panelists for a discussion on reimaging public safety on transit.

a. **Alfonso Directo Jr.:** Directo presented a vision for public safety on Metro that is rooted in the organizing work ACT-LA does in LA County and detailed in their *Metro as a Sanctuary* report.
   i. He discussed the quality of transit stops and stations in Los Angeles, community safety through environmental design, and the importance of alternatives to public safety.
   ii. Directo shared the Metro as a Sanctuary [one-pager](#) and [report with the committee](#).

b. **Channing Martinez:** Martinez shared the work the Labor Community Strategy Center has done through the Bus Riders Union, organizing Black, Latinx, & Korean bus riders.
   i. He shared historical and current data that showed discrimination against Black riders on the Metro system. Martinez cited a previous successful lawsuit against Metro where the transit system and its resources were distributed unfairly. He also called out that Black riders are disproportionally ticketed on Metro currently.
   ii. Martinez called on PSAC and Metro to acknowledge the context of the agency's historical discrimination, provide fareless transit, as well as abolishing the code of conduct and policing contracts.

c. **Chris Van Eyken:** Van Eyken shared TransitCenter's *Safety For All* report that investigated public safety reforms on transit systems across the country and provided a national perspective to the committee.
   i. He shared a variety of alternatives that would increase presence on the system, reduce reliance on police, and increase customer service for riders on the system. This included unarmed transit ambassadors, reduced fare programs, and unhoused outreach workers.
   ii. He noted that transit systems need to effectively communicate their efforts around public safety to riders, constituents, and those populations most aided by these efforts. Van Eyken recommended that agencies are clear and transparent with their data and the results of any pilot programs.

d. **Member questions and comments:**
   i. Member James Wen asked if the funds for the fare evasion citations flow to Metro or law enforcement partners. He also asked if Metro has data on how many citations are paid to see if revenue generated outweighs the community feeling overpoliced.
      1. Van Eyken highlighted Member Wen's point, noting that if the current model for fare enforcement was an effective deterrent, we would see the rates going down, not remaining consistent.
      2. Metro staff responded that funds from citations come back to the agency into the general fund.
   ii. Member Tajsar asked Alfonso to share more about ACT-LA's proposal regarding the physical spaces that Metro owns and their cost.
      1. Alfonso replied that bus lanes are a cost-effective strategy, do not require street widening, and would greatly improve the reliability of bus service that

carries most of Metro's existing ridership.

2. Regarding property that Metro currently owns, he noted that the 7th & Metro station may present opportunity to provide services and support for unhoused riders.

iii. Member Smith asked presenters what recommendations they would most like to see PSAC undertake.

1. Directo replied he would like to see funding going toward community safety strategies instead of police.
   a. Van Eyken echoed this comment and highlighted the importance of making riders feel welcomed in transit spaces and vehicles.
2. Martinez cited the importance of Metro acknowledging the racially disparate harm the agency has done and recommended that agency representatives come to the table as honest negotiators with civil rights groups.

Public Safety Budget Presentation
Metro staff presented a draft of the FY23 System Security and Law Enforcement (SSLE) budget and received feedback from members.

a. **Context setting:** Metro Chief Safety Officer Gina Osborn reviewed components of the FY23 SSLE budget draft including the costs for SSLE administrative staff, the new analytics division, security and law enforcement operations, physical security, Metro Center Street Project, and emergency management.

b. **Questions and comments:**
   i. Member Smith asked for more information on the type of data the intelligence gathering unit will be using and cited the ineffective ways crime data has been used in the past.
      1. Osborn replied that the analytics safety program is an effort for Metro to be more preventive and proactive. They will be taking from different types of data, including data from law enforcement.
      2. Member Smith responded that preventive measures should focus on the root causes of issues such as homeless outreach, free transportation, housing, and other issues outside of policing crime.
      3. Member Smith requested that Metro share with PSAC the specific law enforcement data that will be used.
         a. Osborn replied that law enforcement analytics will only be one piece of the information they use to create actionable intelligence.
         b. Osborn indicated that this effort was focused on curbing bad behavior on the system to increase rider safety.

   ii. Member Davis shared that predictably technology has historically been harmful to vulnerable communities and should not continue to receive so many resources. He suggested efforts go into strengthening law enforcement alternatives.
      1. Officer Osborn replied that a goal of the analytics division is to break down silos to increase information sharing and close information gaps.
      2. Metro staff added that data being looked at also includes social indicators of health, not solely crime data.

   iii. Member Tajsar expressed concern with having a program that is heavily invested in policing as a solution to problems because these programs have been shown to be

3

detrimental to the lives of vulnerable populations. He asked what the purpose of predictive data was besides increasing policing.

      1. Osborne replied that law enforcement will only be part of preventive efforts.

  iv. Member de Rivera shared concerned that policing "behavior" – in response to Osborn's earlier comment – is inherently racist because it has been used as a selective enforcement tool that discriminates based on skin color and does not take into consideration cultural differences.

  v. Member Annang questioned what "behavior" means in the context of Osborn's earlier statement and stated that leaving the interpretation of behavior up to law enforcement makes for a very dangerous situation for people of color and other vulnerable communities. She stressed that changing the language Metro uses to ensure humanity for all is a goal of PSAC's efforts.

  vi. **Next Steps**: Facilitator France announced that the facilitation team will work with Metro to discuss what the follow-up to today's conversation will look like.

Budget Allocation Exercise

Facilitator Mahdi provided a brief overview of the budget feedback from committee members and will provide a deeper dive at the following PSAC meeting.

IV. <u>General Public Comment</u>

Public comment was taken from meeting participants.

  a. Commentor shared concern with the public safety budget presentation and the fact that it does not address racial inequities. They added they are disappointed in the direction Metro is going with their public safety approach, despite the popularity and transformative potential of alternatives that have been raised through the PSAC process.

V. <u>Adjournment</u>

  a. Meeting adjourned at 7:03 p.m.

VI. <u>Next Steps</u>

  a. The committee will reconvene on 03/16/22.
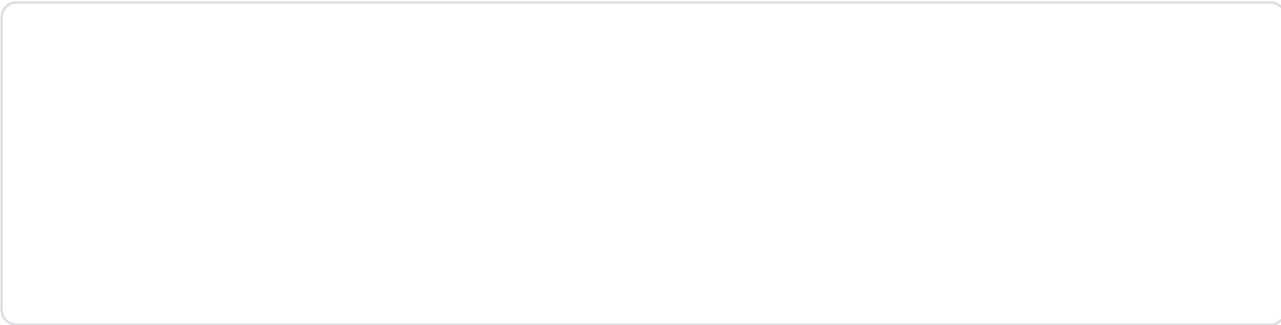
PSAC Public Safety Budget Survey

15 responses

The Public Safety Budget for FY22 was $321,697,500.

Creating a Safe Environment ($18.8M or 5.8% of total)

Next year, how should funding be allocated to the Call Point Security Program? ($5M or 1.55%)

14 responses

- More
- About the Same
- Less
- I'm Not Sure

42.9%
14.3%
7.1%
35.7%
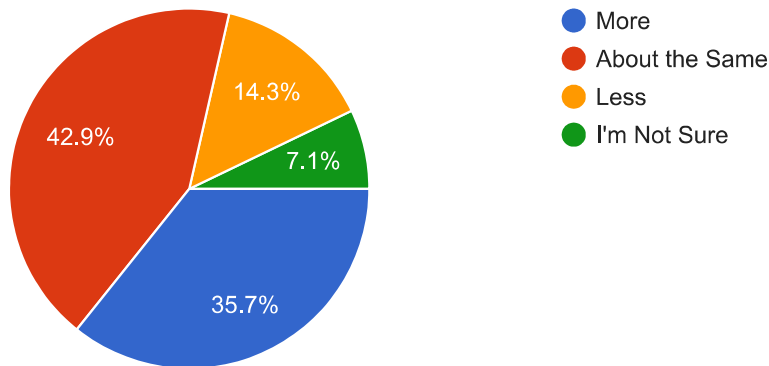
Next year, how should funding be allocated to the Flexible Dispatch Pilot? ($1M or 0.31%)

14 responses
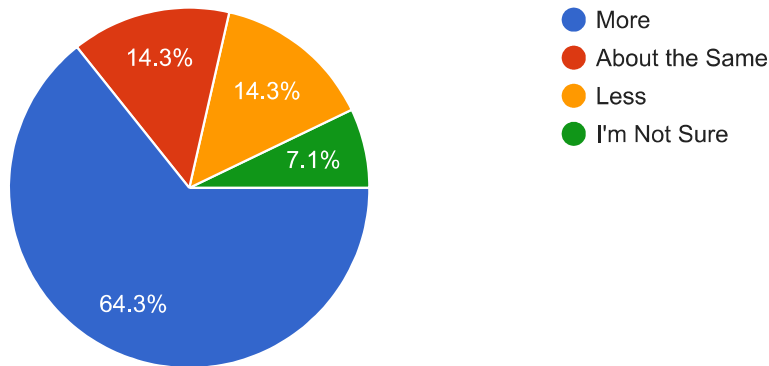
- More
- About the Same
- Less
- I'm Not Sure

Next year, how should funding be allocated to Pilot Safety Strategies for bus stop lighting? ($1.5M or 0.47%)

14 responses

- More
- About the Same
- Less
- I'm Not Sure
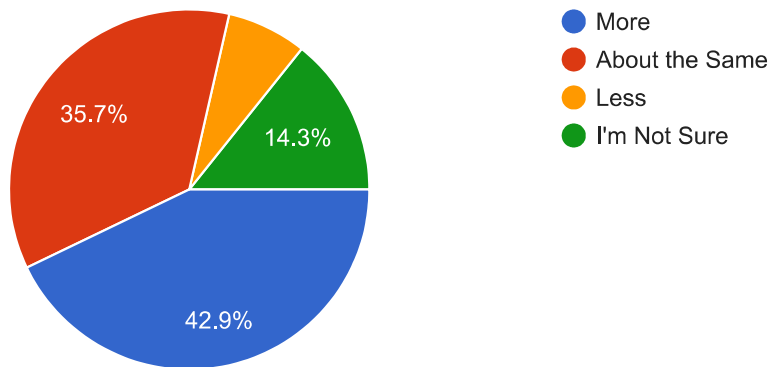
Next year, how should funding be allocated to Pilot Safety Strategies aboard buses? ($1.5M or 0.47%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

42.9%
42.9%
7.1%
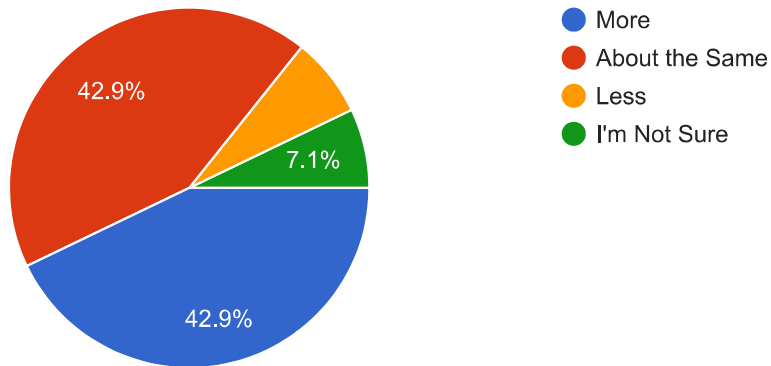
Next year, how should funding be allocated to Elevator Attendants? ($1M or 0.31%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

57.1%
28.6%
14.3%
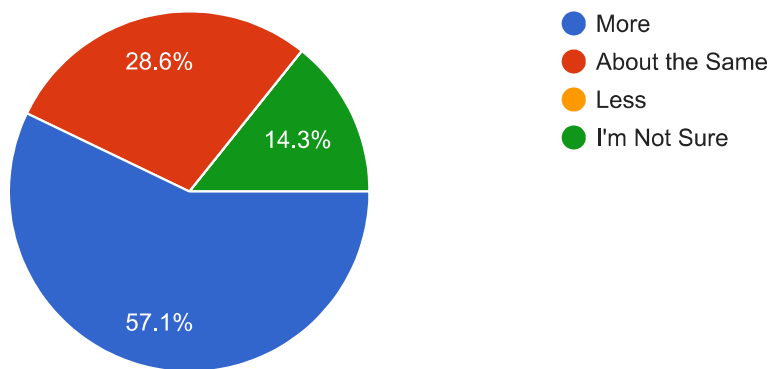
Next year, how should funding be allocated to Replacement of Non-Revenue Vehicles? ($800K or 0.25%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

35.7%
57.1%
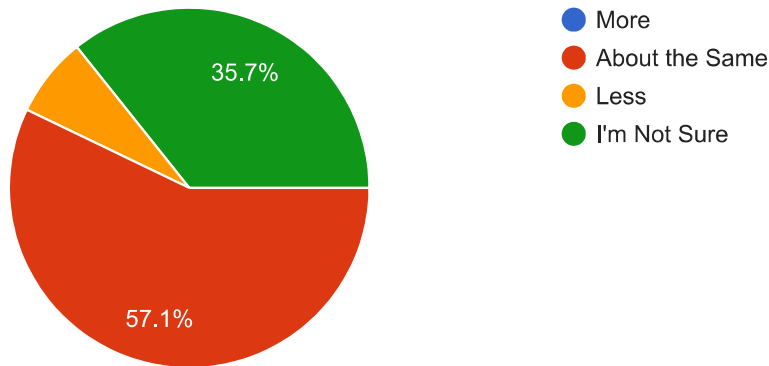
Next year, how should funding be allocated to Installation of Track and Tunnel Intrusion Systems? ($8M or 2.49%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

14.3%
21.4%
42.9%
21.4%
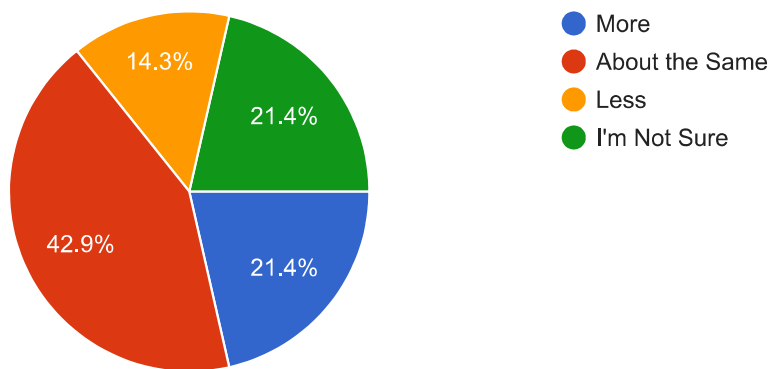
Comments: Creating a Safe Environment

If you answered "I'm not sure" for any item under "Creating a Safe Environment," what kind of information would help you make up your mind?

3 responses

I answered "I'm not sure" where I was not clear what the item was. A brief primer on each item that explains what it is and what it's purpose is would be enough for me to be able to make an initial assessment.

-Benefits of replacing non-revenue vehicles
-Purpose and scope of track and tunnel intrusion systems

How does the call point security system work?

What kind of problems does the Flexible Dispatch Pilot hope to address? (what new solutions does this propose to contribute to public safety?)

In regards to lighting, Is there any quantitative evidence to indicate what the minimum radial lighting is that contributes to feeling of one's safety? (The bus lighting that I have seen around Union Station and Cesar Chavez provides a small circumference of light directly at the bus stop. When I visited there was a person using the bench to sleep, so I waited a little further down the street for the bus, outside the range of the lighting and effectively in the shadows. The new lighting only acted as a disturbance for the sleeping person at the bench and while it produced a bright white light, it did

Emergency Response ($46M or 14.3% of total)

Next year, how should funding be allocated to Emergency Security Operations? ($46M or 14.3%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

21.4%

7.1%

42.9%

28.6%
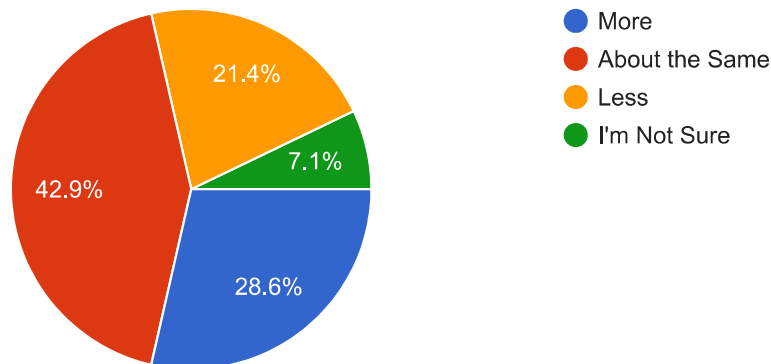
Comments: Emergency Response

If you answered "I'm not sure" for any item under "Emergency Response," what kind of information would help you make up your mind?

1 response

What is the ideal outcome for someone who uses the Emergency Response system? How would you know you have successfully addressed a call to the Emergency Response?

Homeless Outreach ($11.85M or 3.68% of total)

Next year, how should funding be allocated to Homeless Counts? ($250K or .08%)

14 responses

- 🔵 More
- 🔴 About the Same
- 🟡 Less
- 🟢 I'm Not Sure

28.6%
28.6%
7.1%
35.7%
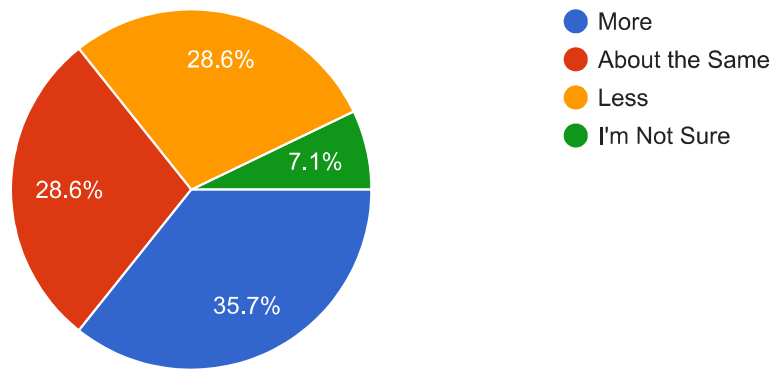
Next year, how should funding be allocated to Outreach Teams? ($5M or 1.55%)

14 responses

Legend:
- More
- About the Same
- Less
- I'm Not Sure

78.6%
7.1%
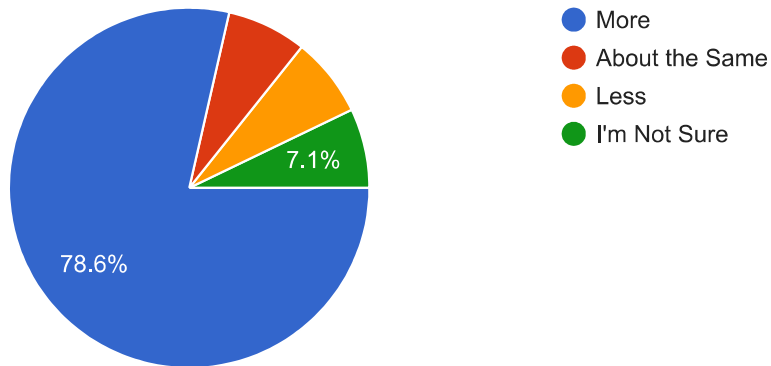
Next year, how should funding be allocated to Shelter Services? ($3.6M or 1.12%)

14 responses

Legend:
- More
- About the Same
- Less
- I'm Not Sure

78.6%
21.4%
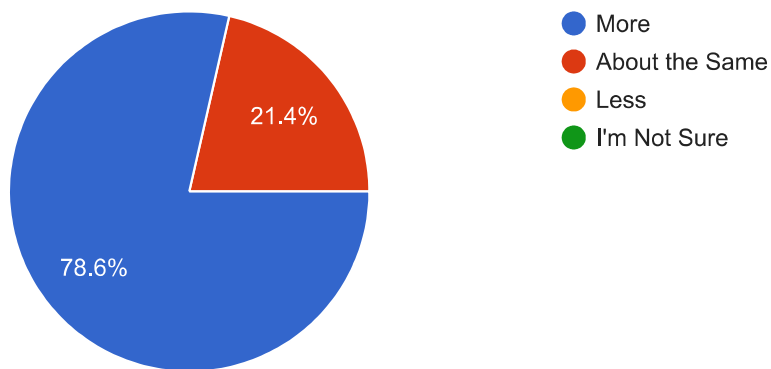
Next year, how should funding be allocated to Pilot Homeless Strategies? ($3M or .93%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

28.6%

71.4%
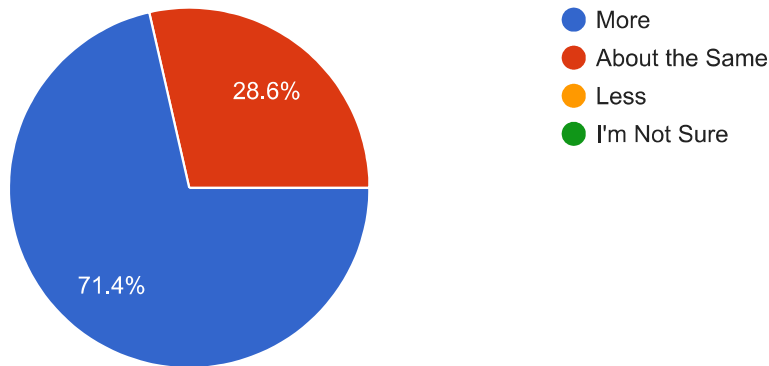
Comments: Homeless Outreach

If you answered "I'm not sure" for any item under "Homeless Outreach," what kind of information would help you make up your mind?

0 responses

No responses yet for this question.

Investments in Technology ($7.43M or 2.31% of total)

Next year, how should funding be allocated to the Digital Rider Alert System? ($500K or 0.16%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

35.7%

64.3%
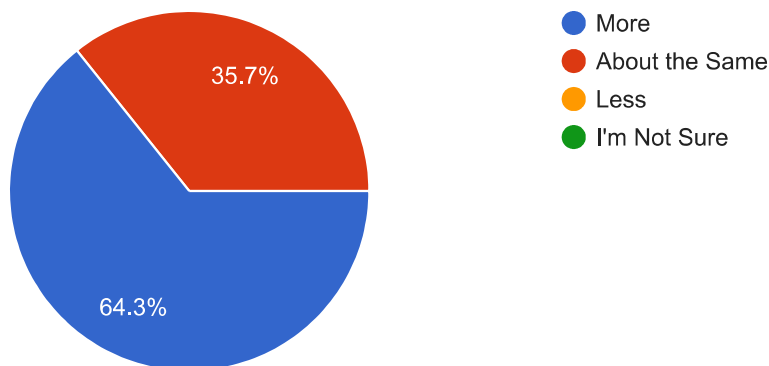
Next year, how should funding be allocated to the Rescue Rider Pilot? ($400K or .12%)

14 responses

Legend:
- More (blue)
- About the Same (red)
- Less (orange)
- I'm Not Sure (green)

Values shown: 35.7%, 7.1%, 50%
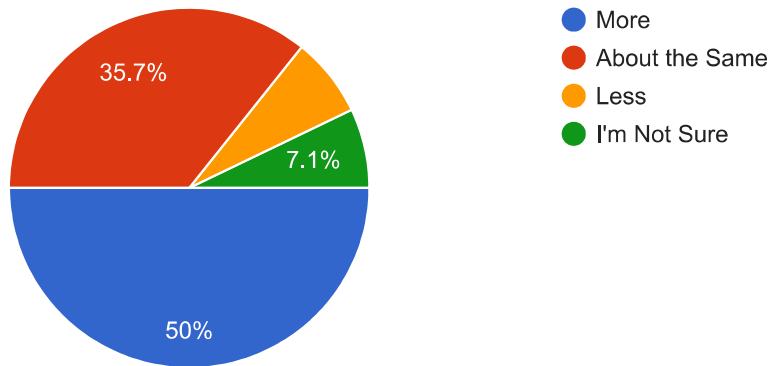
Next year, how should funding be allocated to the Transit Watch Marketing? ($150K or .05%)

14 responses

Legend:
- More (blue)
- About the Same (red)
- Less (orange)
- I'm Not Sure (green)

Values shown: 50%, 14.3%, 28.6%
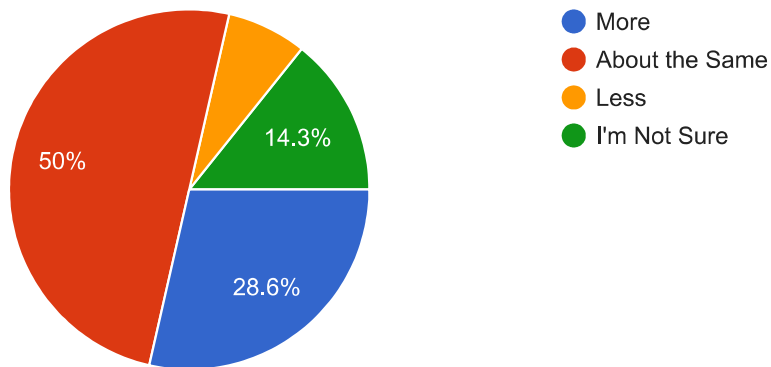
Next year, how should funding be allocated to provide additional cameras, fencing and security kiosks at key locations? ($250K or .08%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

21.4%

21.4%

57.1%
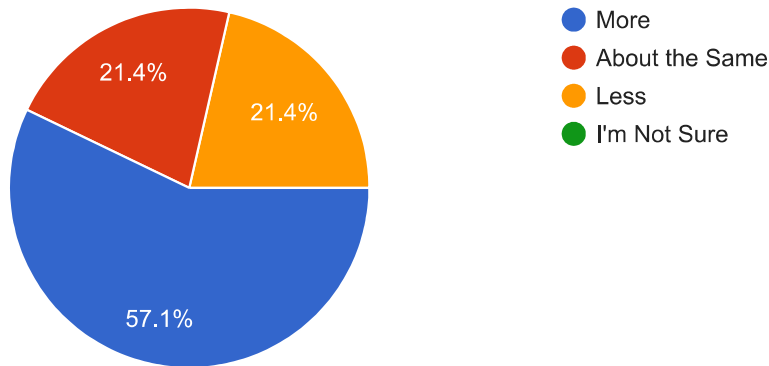
Next year, how should funding be allocated to purchase, install and replace new CCTV cameras and DVRs at Rail Stations and bus lines? ($3M or .93%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

42.9%

21.4%

35.7%
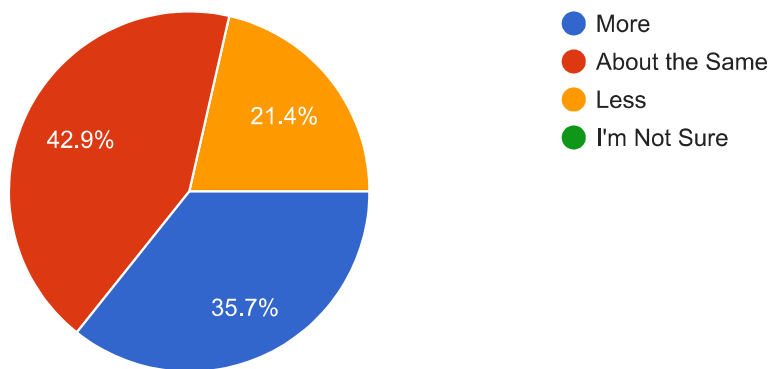
Next year, how should funding be allocated to System Security & Law Enforcement to deliver telecommunication devices? ($285K or .09%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

42.9% 21.4% 7.1% 28.6%
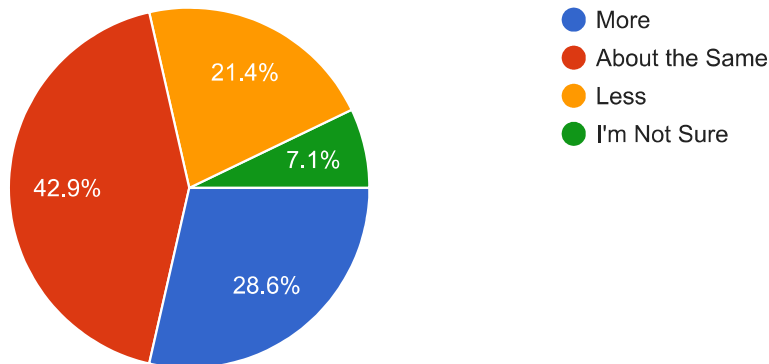
Next year, how should funding be allocated to subscribe to a Workflow Management Software Application for personnel complaints and use-of-force investigations? ($1M or .31%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

35.7% 14.3% 14.3% 35.7%
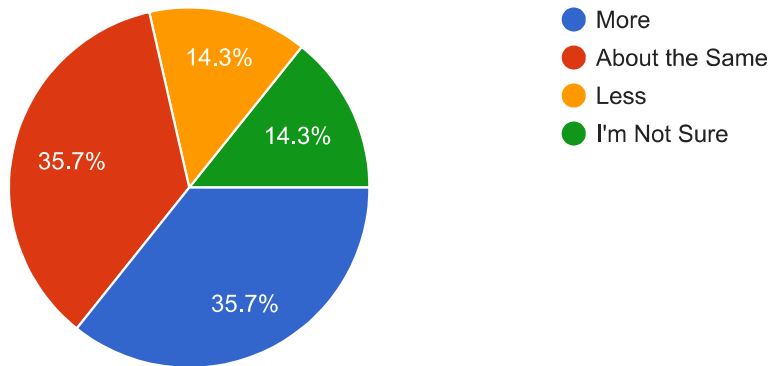
Next year, how should funding be allocated to a Cyber Security and Architecture Assessment? ($1.7M or .53%)

14 responses

- More
- About the Same
- Less
- I'm Not Sure

21.4%

57.1%

14.3%
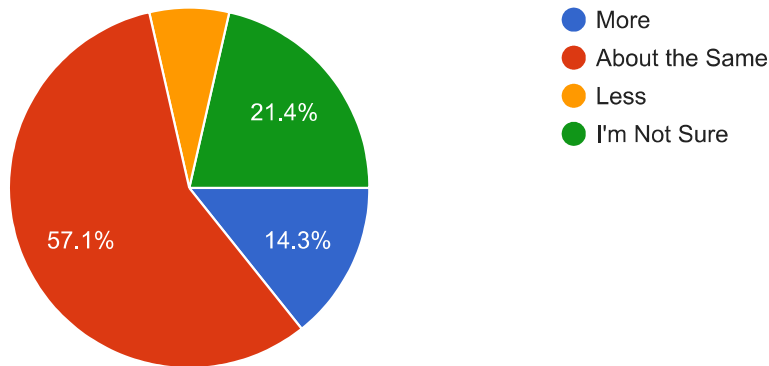
Next year, how should funding be allocated to procure services for badge readers at substations, fencing at Union Station, and promoting safety and security throughout Metro? ($150K or .05%)

14 responses

- More
- About the Same
- Less
- I'm Not Sure

35.7%

21.4%

42.9%
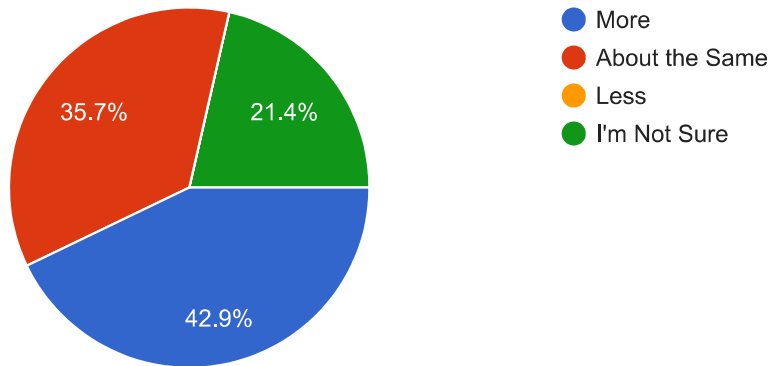
Comments: Investments in Technology

If you answered "I'm not sure" for any item under "Investments in Technology," what kind of information would help you make up your mind?
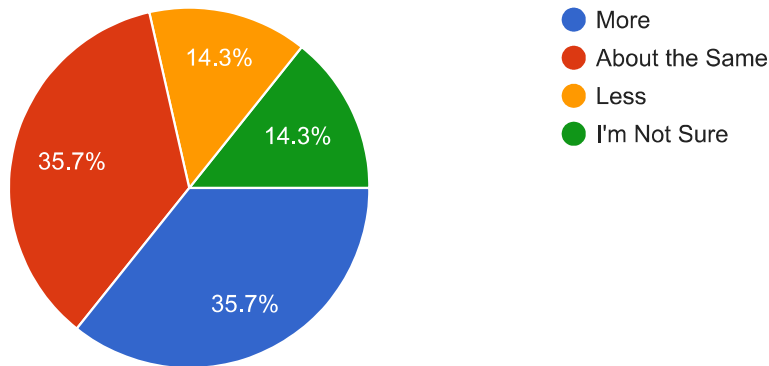
3 responses

I need to better understand some of the categories of funding here. I don't have a clear sense of the definitions of each category.

-Cost breakdown and incidence rates of missed trips

What is the current efficacy of Transit Watch currently? How has it contributed to current feelings of safety in its current deployment?

Are Metro employees (bus and rail operators and the union that Channing Martinez refers to that represents them.) supportive of Workflow Management Software Application? Do the unions that represent Metro bus and rail operators support the allocation of funds and do they think more money would be beneficial?

I have no idea what Cyber Security and Architecture Assessment refers to in terms of Metro. Could I be directed to any kind of reports that would illuminate the kinds of considerations that this would entail?

Are badge readers at substations and indirect enforcement of fare collection in the future?

Law Enforcement ($162M or 50.36% of total)

Next year, how should funding be allocated to the Los Angeles Police Department? ($88M or 27.35%)

14 responses

- More
- About the Same
- Less
- I'm Not Sure

42.9%
7.1%
50%
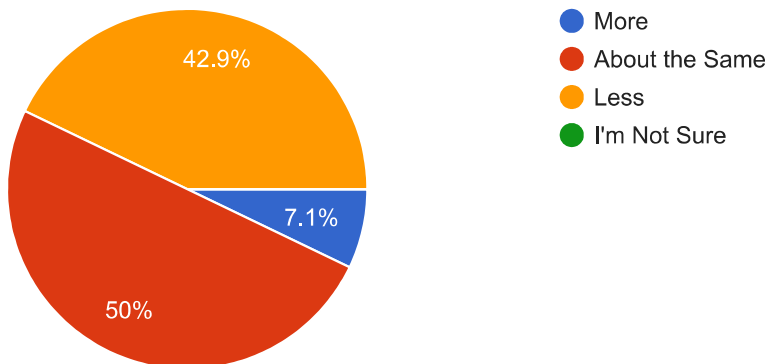
Next year, how should funding be allocated to the Los Angeles Sheriff's Department? ($66M or 20.52%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

64.3%
7.1%
28.6%
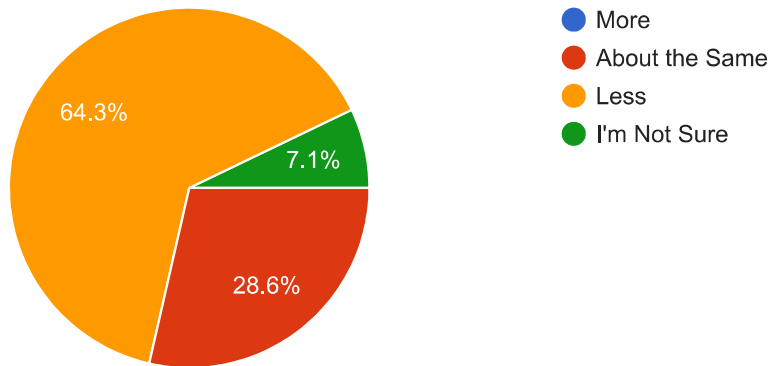
Next year, how should funding be allocated to the Long Beach Police Department? ($8M or 2.49%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

42.9%
57.1%
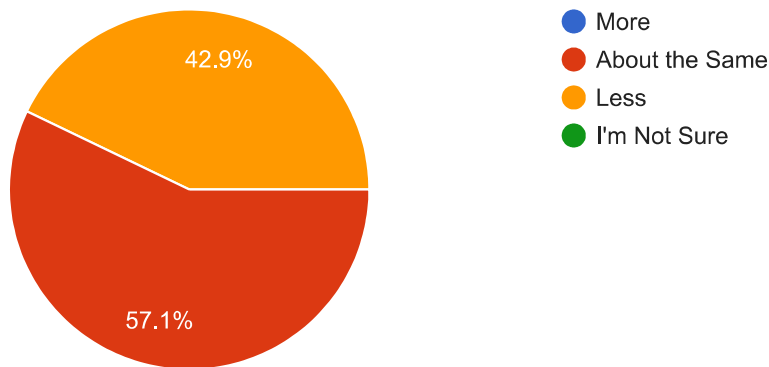
Comments: Law Enforcement

If you answered "I'm not sure" for any item under "Law Enforcement," what kind of information would help you make up your mind?

0 responses

No responses yet for this question.

SSLE Staffing Resources and Training ($4.6M or 1.43% of total)

Next year, how should funding be allocated to temporary staff allocations to support SSLE's key initiatives? ($600K or .19%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

14.3%
14.3%
35.7%
35.7%

Next year, how should funding be allocated to training (Global Security Exchange Annual Conference and other trainings for non-contract staff)? ($12,500 or .004%)

14 responses

- ● More
- ● About the Same
- ● Less
- ● I'm Not Sure

14.3%
14.3%
57.1%
14.3%
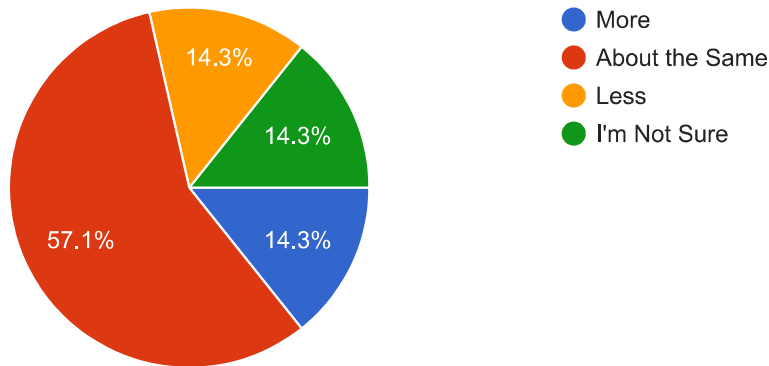
Next year, how should funding be allocated to labor and fringe costs? ($4M or 1.24%)

14 responses

Legend:
- More (blue)
- About the Same (red)
- Less (orange)
- I'm Not Sure (green)

Pie chart values: 28.6% (green), 35.7% (red), 28.6% (blue)
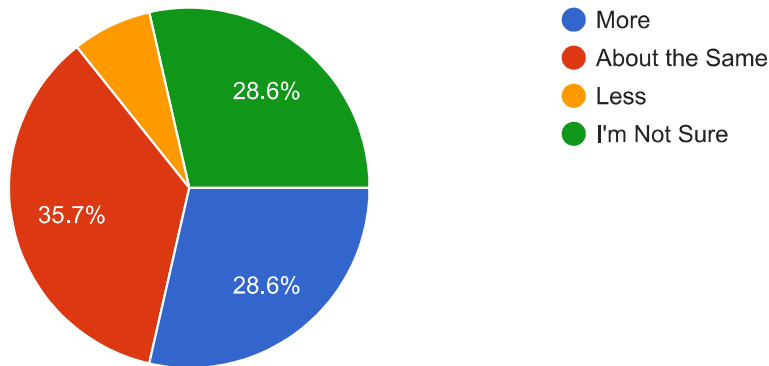
Comments: SSLE Staffing Resources and Training

If you answered "I'm not sure" for any item under "SSLE Staffing Resources and Training," what kind of information would help you make up your mind?

4 responses

I wasn't clear on the role of SSLE and what labor/fringe costs refers to here.

What are "fringe" costs?

????

Please give a brief explanation of labor and fringe costs in terms of LA Metro.

Security Presence ($51M or 15.85% of total)

Next year, how should funding be allocated to Private Security with RMI? ($24M or 7.46%)

14 responses

- More
- About the Same
- Less
- I'm Not Sure

85.7%

7.1%
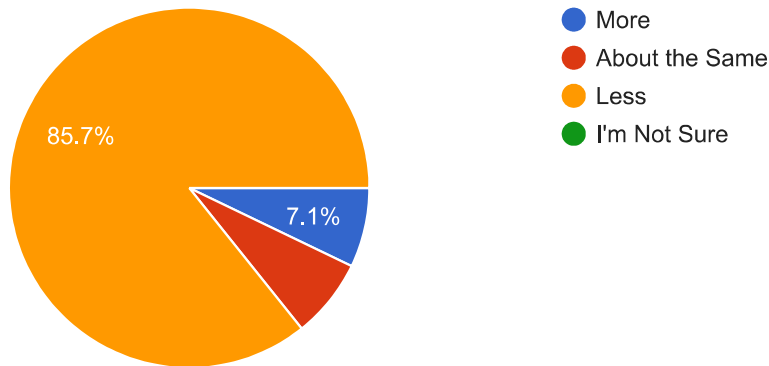
Next year, how should funding be allocated to Metro Transit Security? ($27M or 8.39%)

14 responses

- More
- About the Same
- Less
- I'm Not Sure

28.6%

28.6%

42.9%
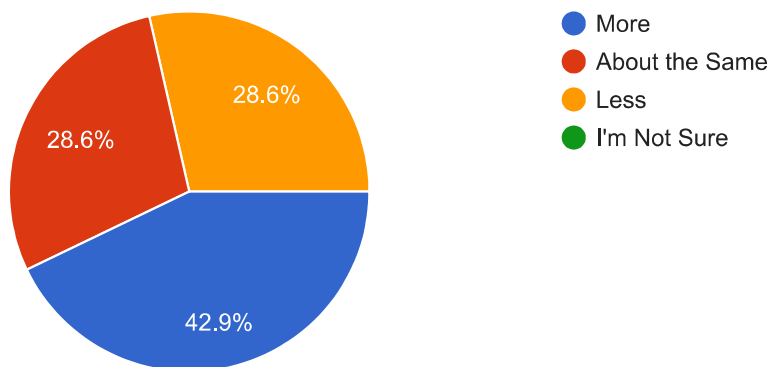
Comments: Security Presence

If you answered "I'm not sure" for any item under "Security Presence," what kind of information would help you make up your mind?

0 responses

No responses yet for this question.

Additional Questions or Comments

Do you have any additional questions, comments, or thoughts?

4 responses

I appreciate this survey! I think there are definitely a few categories of items that may or may not be included in existing budget categories that I would be keen on spending more on, in line with ACT LA's Metro as a Sanctuary report.

More specific language please and detailed info. As well as explaining acronyms.

I've chosen to hold LAPD at $88M because I know the work of their HOPE program and their collaborative effort with the joint LAPD/LGBTQ+ Working Group which was moving in a positive direction. It would be good for LAPD to continue building community bridges.

Thank you for the survey, I hope to revisit, especially after tonight's presentations and further research. Metro has a research library, how might we go about accessing that?

Google Forms

Metro Public Safety Advisory Committee
General Committee Meeting #23
Meeting Summary
Wednesday, March 16, 2022
5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**
   i. Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**
   i. Facilitator France reviewed the agenda for the meeting.

c. **Roll Call**
   Present: Andrea Urmanita, Ashley Ajayi, Clarence Davis, Carrie Madden, Darryl Goodus, Florence Annang, Charles Hammerstein, Sabrina Howard, Glenda Murrell, James Wen, Jessica Kellogg, Jose Raigoza, Maricela de Rivera, Chauncee Smith, Constance Strickland, Mohammad Tajsar, Chauncee Smith
   Absent: Scarlett de Leon, Raul Gomez, Esteban Gallardo, Florence Annang, Ma'ayan Dembo

d. **Approval of Meeting Minutes for 03/02/22**
   i. Committee members voted to approve the meeting minutes for the March 2nd, 2022, meeting.
   ii. Meeting minutes were approved unanimously.

II. General Public Comment
Public comment was taken from meeting participants. There were no requests for public comments.

III. Discussion

Guest Speaker
Cynde Soto and Carrie Madden facilitated a presentation from members and affiliates of Communities Actively Living Independent and Free Independent Living Centers (CALIF-ILC). Speakers shared their experiences as riders with disabilities or advocates for those riders and responded to PSAC members' questions and comments.

a. **Context Setting:** Bridgette Wallman provided an overview of CALIF-ILC, the services provided, examples of access barriers to transportation for elders and/or

people with disabilities and called for Metro to take the lead in creating accessible transportation.

b. **Accessibility for visually impaired riders:** Jared Rimer, second vice-chair of Metro's Accessibility Advisory Committee, shared Metro services and amenities that improve the safety and experience for visually impaired riders such as tactile pathways, in-person sensitivity training for Metro operators, and emergency phones. He also shared areas for improvement including sidewalks, bus stops, curb ramps, and lighting. Jared also stressed the importance of improving operator training.

c. **John Kindred** of the Long Beach Grey Panthers commented on the deteriorating condition of Metro buses and trains and urged for time and resources to be dedicated to keeping them safe and clean.

d. **Fernando Roldan** shared his negative experience navigating Metro as a wheelchair user including dirty elevators, at-times unhelpful drivers, unmasked riders, and trouble with ramps. He stressed the impact of the current driver shortage and urged for Metro to hire more.

e. **Kristy Madden** commented on her frustrating experience as a rider with muscular dystrophy and a power wheelchair. She mentioned two incidents where her safety was compromised by a lack of police response and urged for Metro to go fareless.

f. **Dina Garcia** shared her experience with safety issues as a female Metro rider with cerebral palsy who uses a wheelchair. She mentioned two situations of her belongings being stolen on Metro, highlighting the importance of consistently functioning elevators, operators/officers with sensitivity training, and more visible safety officials.

g. **LaKenya Pitchford** provided an overview of disability sensitivity training and mentioned the importance of person-first language, how to train for communicating with people with speech disorders, and sensitivity for ADA rights.

h. **Augmentative Communication Devices:** Kathleen Barajas spoke on the experience of individuals who have difficulty speaking/cannot speak at all and shared the different types of communication devices available for these individuals' usage.

i. **Questions and Comments:**
   i. Member Tajsar asked how many riders with disabilities ride the system on a daily or annual basis. He also asked for speakers to comment on the forthcoming transit ambassador program.
      1. Cynde Soto replied that she is excited about the ambassador program and the help it will provide to riders with disabilities.
      2. Armando Roman, from Metro's Office of Civil Rights, Equity, and Inclusion, added that it is difficult to quantify the number of riders with disabilities. There is data on the number of TAP users with a disability designation and riders with wheelchairs, but there are many riders with hidden disabilities who are not noted.
   ii. Member de Rivera shared the importance of transit ambassadors to

ensure riders with disabilities can access services and receive assistance when necessary. She thanked all speakers who shared their stories.

 iii. Member Davis shared the experience of his visually impaired mother and echoed the suggestions for optional fares and cleaner elevators. He highlighted the Metro Micro service and added that these available services are not being promoted enough.

Budget Allocation Exercise: Initial Guidance

Members reviewed the draft of the [PSAC Metro FY23 Budget Guidance document](#), provided questions and comments, and participated in a poll to gauge funding for the transit ambassador program.

 a. **Poll exercise:** Members voted on the question "Next year, how should funding be allocated to the Transit Ambassador program?"
  i. 71% of votes were supportive of increased funding, 24% for the same level of funding, and 6% in favor of decreased funding

 b. **Questions and comments:**
  i. Member Davis shared he is in favor of more funding for the transit ambassador program and stated that often those who need the most help is those being overpoliced.
  ii. Member Ajayi asked if any of the panelists from the previous item could speak on what their ideal bus stop lighting situation would be.
   1. Jared shared his experience of being missed by drivers at bus stops because of lack of lighting. He stated that there are new bus stops with tactile pathways and charging stations that are very helpful to riders with disabilities.
   2. Member Madden added that lighting at every bus stop is one of the organization's goals. She also recommended using beacons that signal there is a rider with a disability waiting.
  ii. Member Davis asked if the committee could make recommendations to Metro on lighting.
   1. Metro staff shared that they could work with PSAC members on this topic and are currently applying for grants and other funding opportunities.
    a. Jared added that the ADA should be part of this process.
  iii. Member Davis asked if Metro is open to increasing the number of providers for the customer service line to accommodate callers who do not have access to the Internet.
   1. Jared shared that there is a specific line for riders with disabilities that riders can call and get assistance.
   2. Metro staff responded that they would provide more information on this service and are open to recommendations for improving it.

IV.   General Public Comment
Public comment was taken from meeting participants. There were no public comments.

V.   Adjournment

    a.   Meeting adjourned at 7:02 p.m.

VI.   Next Steps

    a.   The committee will reconvene on 04/06/22.

Public Safety Advisory Committee
Prepared by the PSAC Facilitator Team

MEMO

Date: April 7th, 2022
To: Metro Office of the Chief Executive Officer
From: Public Safety Advisory Committee (PSAC)
Re: Outcomes from the April 6th, 2022 PSAC Meeting - Guidance on Metro's FY23 Public Safety Budget

During the April 6th, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A proposal to approve the recommendations for Guidance on Metro's FY23 Public Safety Budget (Link: draft Guidance on Metro's FY23 Public Safety Budget here)

Below is a summary of the committee action:

- PSAC voted to approve a modified version of the Guidance on Metro's FY23 Public Safety Budget. Those modifications are detailed below. The vote was 9 "yes," 1 "no," 1 "abstain," and 4 members "absent." (Link: Approved Guidance on Metro's FY23 Public Safety Budget)

Proposal to approve the recommendations of the recommendations on Guidance for Metro's FY23 Public Safety Budget

Members requested three modifications to the draft recommendations. The following modifications are as follows and are indicated by a green highlight in the approved document.

- Understanding that this document focuses on the coming year's Public Safety Budget, the committee asked to explicitly mention that its long-term vision is for Metro to transition away from the policing contracts and move to being served by non-contracted law enforcement. This directive was previously approved by the committee in this document.
- The committee requested additional detail be added to the takeaway regarding "Recategorization and Increased Transparency When Naming Budget Items."
- The committee requested the creation of a line item in future Public Safety Budgets that would fund coordination between the Office of Race and Equity and System Safety & Law Enforcement on public safety program development and implementation.

With these modifications, the recommendations were approved by a simple majority vote.

APPROVED: Public Safety Advisory Committee LA Metro FY23 Budget Guidance

About these recommendations

To assist in Metro's Fiscal Year 2023 Budget process, facilitators polled members of the Public Safety Advisory Committee on their preferences regarding funding allocations in the Public Safety budget. Members were provided with funding categories and budget line items from Metro's FY22 budget. Committee members could respond that more funding, about the same funding, or less funding should be committed to the budget line items identified by Metro staff. Members could also respond "I'm not sure" and provide questions and context that would aid them in making a decision.

The funding categories, budget line items, and percentages from Metro's FY22 budget are detailed below:

Funding Category/Line Item	Amount (Percentage)
Creating a Safe Environment ($18.8M or 5.8% of total Public Safety budget)	
Call Point Security Program	$5M (1.55%)
Flexible Dispatch Pilot	$1M (0.31%)
Pilot Safety Strategies for bus stop lighting	$1.5M (0.47%)
Pilot Safety Strategies aboard buses	$1.5M (0.47%)
Elevator Attendants	$1M (0.31%)
Replacement of Non-Revenue Vehicles	$800K (0.25%)
Track and Tunnel Intrusion Systems	$8M (2.49%)
Emergency Response ($46M or 14.3% of total Public Safety budget)	
Emergency Security Operations	$46M (14.3%)
Homeless Outreach ($11.85M or 3.68% of total Public Safety Budget)	
Homeless Counts	$250K (.08%)
Outreach Teams	$5M (1.55%)
Shelter Services	$3.6M (1.12%)

Funding Category/Line Item	Amount (Percentage)
Pilot Homeless Strategies	$3M (.93%)
Investments in Technology ($7.43M or 2.31% of total Public Safety budget)	
Digital Rider Alert System	$500K (0.16%)
Rescue Rider Pilot	$400K (0.12%)
Transit Watch Marketing	$150K (0.05%)
Additional cameras, fencing and security kiosks at key locations	$250K (.08%)
Purchase, install and replace new CCTV cameras and DVRs at Rail Stations and bus lines	$3M (.93%)
SSLE delivery of telecommunication devices	$285K (.09%)
Subscription to a Workflow Management Software Application for personnel complaints and use-of-force investigations	$1M (.31%)
Cyber Security and Architecture Assessment	$1.7M (.53%)
Procure services for badge readers at substations, fencing at Union Station, and promoting safety and security throughout Metro	$150K (.05%)
Law Enforcement ($162M or 50.36% of total Public Safety budget)	
Los Angeles Police Department	$88M (27.35%)
Los Angeles Sheriff's Department	$66M (20.52%)
Long Beach Police Department	$8M (2.49%)
SSLE Staffing Resources and Training ($4.6M or 1.43% of total Public Safety budget)	
Temporary staff allocations to support SSLE's key initiatives	$600K (0.19%)
Global Security Exchange Annual Conference and other trainings for non-contract staff	$12,500 (0.004%)
Labor and fringe costs	$4M (1.24%)
Security Presence ($51M or 15.85% of total Public Safety budget)	

Funding Category/Line Item	Amount (Percentage)
Private Security with RMI	$24M (7.46%)
Metro Transit Security	$27M (8.39%)
Transit Ambassador Program ($20M or 6.22% of total Public Safety budget)	
Transit Ambassador Pilot Program	$20M (6.22%)

Budget Guidance

Using the respondent data from the survey administered in advance of the 03/02/22 General Committee meeting, the facilitation team has drafted the following guidance. The "Key Takeaways" section summarizes high-level recommendations and areas of clear alignment among committee members. The "Detailed Feedback" section provides more in-depth polling results and discusses additional information needs for PSAC members to provide further feedback.

Polling results can be found in summary [here](#) and as individual responses [here](#).

Key Takeaways

1) **Less Funding for Private Security:** Roughly 86% of committee members would like to see less funding allocated to private security personnel on Metro.
2) **More Funding for Homeless Services:** For almost all strategies under Homeless Outreach Services, committee members would like to see funding increase.
3) **No Increase for Law Enforcement Contracts:** For the Law Enforcement Contracts, members would not like to see funding increase. Instead, they opt for a decrease in funding or recommend that funding remain the same.
4) **More Funding for Transit Ambassadors:** Members would like to see funding increase for the Transit Ambassador pilot program.
5) **Continue Investing in "Creating a Safe Environment":** Members would like to see the funding increase or remain the same for the Creating a Safe Environment strategies.
6) **Mixed Feedback re: Technology:** Funding for Investments in Technology see mixed preferences based on the individual strategies. However, for all strategies in this category, members seek to increase or maintain funding levels.
7) **No Consensus Around Emergency Response and Safety & Security:** There is no clear consensus around the funding for Emergency Response or Safety & Security Initiatives Support.

8) **Need for Revised Categorization and Increased Transparency When Naming Budget Items:** Members requested that a number of budget line items be recategorized or renamed in the preceding table. The reorganization should strive to increase public understanding of how monies will be used and better reflect the end recipient of Public Safety Budget funds. Members felt that certain terminology or vague titling (such as "Emergency Response" being used for the design and construction of a physical building) obfuscated the funding's purpose. Additionally, this request attempts to correctly categorize when funds are going to law enforcement or agencies or internal System Safety initiatives.

9) **Request for Public Safety Budget to Include Funding for Metro's Office of Equity and Race (OER):** Citing information from a presentation on the forthcoming Place-Based Implementation Strategy, members requested that forthcoming Public Safety Budgets include a line-item set-aside for the SSLE department to coordinate with OER on new and ongoing public safety program development and implementation.

Detailed Feedback

Creating a Safe Environment
Members call for funding to increase or be maintained for most strategies in this category. Increases in funding are preferred for Flexible Dispatch and Elevator Attendants. However, members have expressed concern about law enforcement's involvement in the Flexible Dispatch system, indicating it would further embed law enforcement in a program intended to increase the use of alternative first responders to police. See [draft recommendations from the Non-Law Enforcement Alternatives ad hoc committee](#) for further context.. Bus Stop Lighting, the Call Point Initiative, and Onboard Bus Pilot Safety Strategies are split between members desiring an increase to funding or a continuation of the same level of funds. Replacement of Non-Revenue Vehicles is largely preferred to remain the same, but it should be noted that several members are unclear about the function of this item. Finally, members are split on how funding should be allocated for Track and Tunnel Intrusion Systems.

Additional information requests for this category include:

- Further detail on non-revenue vehicles and track/tunnel intrusion systems;
- Providing a summary of the quantitative safety benefits of lighting;
- Information on how track/tunnel intrusion systems may affect people living with disabilities;
- And exploring the possibility of including and increasing budgets for cleaning, custodians, and operators under this category.

Emergency Response
The committee is split on the allocation of funding to the Emergency Security Operations budget item. Polling results show roughly 43% preferring funding remain the same, 29% preferring an increase in funding, 21% preferring less funding, and 7% unsure. The item is described in the survey as an initiative to "...*support delivery of the Emergency Security Operations Center (ESOC) building design. It is a key part of Metro's overall strategy of enhancing its system*

security program, interoperable communications infrastructure, transit incident monitoring, security technology operational monitoring, and emergency management systems."

Additional information requests for this category include:

- Sharing outcomes and Key Performance Indicators for the Emergency Response initiatives

Homeless Outreach

The committee recommends allocating more funding to Outreach Teams, Shelter Services, and Pilot Homelessness Strategies. Each of these items has over 70% of members indicating that there should be more funding dedicated to these initiatives. However, the committee is split on the funding for Homeless Counts, with results showing roughly 36% preferring more funding, 29% preferring the same level of funding, 29% opting for a reduction in funding, and 7% being unsure.

Investments in Technology

This category sees the most divisive results amongst the committee. Digital Rider Alerts, the Rescue Rider Pilot, and More Tech Resources at Key Metro Locations all have a majority of respondents who prefer an increase in funding, with a lesser but still sizable contingent who prefer to sustain the current level of funding. However, More Tech Resources also has a notable contingent of members (~21%) that prefer a decrease in funding.

Conversely, respondents prefer sustaining current funding levels for Transit Watch Marketing and the Cyber Security Assessment; there is a smaller group who prefer to increase funding. Notably, the Cyber Security Assessment has 21% of respondents asking for more information on this item; respondents indicate a lack of specificity for this initiative.

Other items – Funding of CCTV Cameras, Provision of Telecommunications Devices, Badge Readers et al., and Workflow Management Software – offer no clear consensus. Funding for CCTV Cameras see members voting 43% to have funding stay the same, 36% to increase, and 21% to decrease. The Provision of Telecommunications Devices see the following results: roughly 43% prefer the same level of funding, 29% want an increase, and 21% want a decrease in funding. For Badge Readers et al., the results are: roughly 43% for increased funding, 36% for the same level of funding, and 21% of members needing more information. The Workflow Management Software item is equally split, with results of 36% for more funding, 36% for the same level of funding, 14% for less funding, and 14% requesting more information.

Additional information requests include:

- The incidence rates of missed trips to inform the effectiveness of the Rescue Rider Pilot;
- Key Performance Indicators for Transit Watch application;
- Evidence of Metro employee support for various initiatives receiving funding;
- Additional information on the Cyber Security and Architecture Assessment;
- More detail related to the function of badge readers and the utility of fencing at Union Station.

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Law enforcement

The committee is largely split on the funding for Law Enforcement Contracts. For the LAPD contract, 50% of respondents say funding should remain the same, whereas 43% say funding should decrease. For the LBPD contract, 57% say funding should stay the same, whereas 43% say funding should decrease. Notably, results for the LASD contract differ, with 64% calling for a decrease in funding for the Sheriffs and 29% saying funding should remain consistent.

While the committee understood that these recommendations operate within the realities of the coming year, they called upon Metro to adhere to the committee's long-term vision for transitioning away from the Multi-Agency Policing Contracts. They called for these funds, which take up more than half the budget, to be redistributed to community-identified alternatives for public safety such as the Transit Ambassador program. For additional context on this vision, see previous PSAC recommendations that call for the ceasing of Metro's contracted law enforcement services.

SSLE Staffing Resources and Training

The committee is divided on this item, with this section having the highest percentage of requests for more information. For Temporary Staff Allocation, 36% of members call for more funding, 36% prefer the same level of funding, 14% recommend less funding, and 14% require more information. For Non-Contract Staff Training, the majority of members (57%) suggest the same level of funding, 14% request more funding, 14% prefer less funding, and 14% require more information. For Labor and Fringe Costs, members indicate the following preferences: roughly 36% for the same level of funding, 29% for more funding, 29% requiring more information, and 7% for less funding. Metro should provide further explanation for all items in this category if the agency seeks a conclusive poll.

Security Presence

The committee has differing opinions on the two items in this category. They categorically call for less funding to Private Security with RMI, with 86% of respondents indicating a preference for less funding. This preference tracks with previous recommendations from the committee; members recommended that contracted security is phased out and reimagined as in-house Metro positions. Members are split as to how to fund Metro Transit Security, with 43% calling for increased funding, 29% calling for the same level of funding, and 29% calling for a reduction in funding.

Transit Ambassador Pilot Program

Note: voting on this item occurred during the 3/16 General Committee meeting and results can be found in the video here.

Members were in support of increasing or maintaining funding for the forthcoming Transit Ambassador pilot program. This item sees members voting 70% to increase funding, 24% to maintain funding levels, and 6% to decrease funding. Members have previously called for a shift of funds from contract security and contracted law enforcement to support the Transit Ambassador program, along with other unarmed public safety alternatives.

Additional Considerations

In keeping with PSAC's continued calls for change, committee members expressed that the forthcoming budget does not propose enough of a shift from the existing Metro public safety paradigm. Rather than continuing to increase funding to law enforcement services that have not demonstrated an empirical value for their contracts, the committee recommends that Metro prioritizes mental health services, homeless outreach and shelter services, transit ambassadors, and funding safety initiatives outlined in Metro's Customer Experience plan. Additionally, the committee recommends for Metro to practice innovative leadership and trial pilot programs that are consistent with the Metro Board-approved mission and values statements for public safety.