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Agenda - Final

Thursday, August 18, 2022

12:00 PM

To give written or live public comment, please see the top of page 4

Operations, Safety, and Customer Experience
Committee

Holly J. Mitchell, Chair

Tim Sandoval, Vice Chair

Mike Bonin

Paul Krekorian

Sheila Kuehl

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 32, 33, 34, 35, and 36.

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

CONSENT CALENDAR

- 32. SUBJECT: A650 HEAVY RAIL VEHICLE STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS) PURCHASE** [2022-0432](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, firm fixed unit price Contract No. OP82170000 to Kiepe Electric LLC for the purchase of forty-two (42) new Low Voltage Power Supply (LVPS) units of static converters in support of the A650 Heavy Rail Vehicle (HRV) fleet. The Contract's one-year base amount of \$472,306 (5 units), and the one-year option amount of \$1,470,195 (37 units), is for a total contract amount of \$1,942,501, inclusive of sales tax. This recommendation is subject to the resolution of any properly submitted protest(s).

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

- 33. SUBJECT: HEAVY RAIL VEHICLE FLEET VINYL SEAT OVERHAUL** [2022-0414](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. MA52153000 with Molina Manufacturing for the A650 Heavy Rail Vehicle (HRV) Vinyl Seat Overhaul contract to extend the Period of Performance by 24 months through September 4, 2025, and increase the Not-to-Exceed Total Contract Price by \$499,110, from \$475,040.24 to \$974,150.24.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - MOD Log](#)
[Attachment C - DEOD Summary](#)

**34. SUBJECT: METRO RED AND PURPLE MAINLINE RAIL FASTENER
REPLACEMENT**

[2022-0415](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a 60-month, Firm Fixed price Contract No. OP8666000 to Transdev Rail Inc., the lowest responsive and responsible bidder, for the purchase of Metro Red and Purple Mainline Fastener Replacement for a not-to-exceed amount of \$28,703,169.90, inclusive of sales tax. This recommendation is subject to the resolution of any properly submitted protest(s).
- B. INCREASING the Life of Project (LOP) Budget for the Metro Red and Purple Mainline Fastener Replacement, capital project number 205125, by \$8,850,000 from \$28,130,000 to \$36,980,000.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Expenditure Plan](#)
 [Attachment C - DEOD Summary](#)

**35. SUBJECT: MEMBERSHIP ON METRO'S SAN FERNANDO VALLEY
AND WESTSIDE CENTRAL SERVICE COUNCILS**

[2022-0395](#)

RECOMMENDATION

APPROVE nominees for membership on Metro's San Fernando Valley and Westside Central Service Councils.

Attachments: [Attachment A - Candidate Qualifications](#)
 [Attachment B - Nomination Letters](#)

36. SUBJECT: METRO FREEWAY SERVICE PATROL

[2022-0323](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE contract modifications for 4 existing Freeway Service Patrol (FSP) contracts in an aggregate amount of \$4,466,000 thereby increasing the contract amounts from \$4,816,957 to \$9,282,957 and extending the periods of performance for the following contracts:
- Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$582,000 for up to 12 months, increasing the total contract amount from \$4,114,302 to \$4,696,302;
 - Beat 29: Platinum Tow & Transport, Inc. Contract No.

FSP3470600B29, for \$438,000 for up to 12 months, increasing the total contract amount from \$3,707,024 to \$4,145,024;

- Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$438,000 for up to 12 months, increasing the total contract amount from \$3,526,231 to \$3,964,231; and
- Beat 60: Freeway Towing, Inc. Contract No. FSP5768900B60, for \$3,008,000 for up to 24 months, increasing the total contract amount from \$5,255,700 to \$8,263,700.

B. APPROVE a change in the beat cap policy to increase the number of FSP Light Duty (FSPLD) tow service beats that a vendor can be awarded from 2 to 4, establish a two beat cap limit for FSP Heavy Duty (FSPHD), and a one contract cap for FSP Regional (FSPR) (Regional contracts are comprised of multiple beats).

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Summary](#)
[Attachment C - Contract Modification Log](#)
[Attachment D - FSP Beat Map](#)
[Attachment E - DEOD Summary](#)

NON-CONSENT

37. SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH [2022-0419](#)

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

Attachments: [Presentation](#)

38. SUBJECT: ORAL REPORT ON OPERATIONS AND SERVICE RESTORATION UPDATE [2022-0420](#)

RECOMMENDATION

RECEIVE oral report on Operations service restoration, ridership, hiring, and retention.

Attachments: [Presentation](#)

39. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY [2022-0486](#)

RECOMMENDATION

RECEIVE AND FILE Public Safety Report.

Attachments:

[Attachment A - PSAC Committee Meeting Minutes 06/01/22](#)

[Attachment B - PSAC General Committee Minutes 06/15/22](#)

[Attachment C - PSAC General Committee Minutes 07/06/22](#)

[Attachment D - PSAC Meeting Minutes 07/20/22](#)

[Attachment E - Outcomes Memo - Place-Based Implementation Strategy](#)

[Attachment F - Outcomes Memo - Public Safety Ecosystem](#)

[Attachment G - Recommendations Future Recruitment & Outreach](#)

[Attachment H - Recommendations Community Engagement on Public Safety](#)

[Attachment I - Systemwide Law Enforcement Overview May & June 2022](#)

[Attachment J - MTA Supporting Data May & June 2022](#)

[Attachment K - Transit Police Summary May & June 2022](#)

[Attachment L - Monthly, Bi-Annual, Annual Comparison May & June 2022](#)

[Attachment M - Violent, Prop, and Part 1 Crimes May & June 2022](#)

[Attachment N - Demographics Data May & June 2022](#)

[Attachment O - Bus & Rail Operator Assaults May & June 2022](#)

[Attachment P - Sexual Harassment Crimes May & June 2022](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0481](#)

RECEIVE General Public Comment

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

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2022-0432, File Type: Contract

Agenda Number: 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE AUGUST 18, 2022

**SUBJECT: A650 HEAVY RAIL VEHICLE STATIC CONVERTER LOW VOLTAGE POWER
SUPPLY (LVPS) PURCHASE**

ACTION: CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, firm fixed unit price Contract No. OP82170000 to Kiepe Electric LLC for the purchase of forty-two (42) new Low Voltage Power Supply (LVPS) units of static converters in support of the A650 Heavy Rail Vehicle (HRV) fleet. The Contract's one-year base amount of \$472,306 (5 units), and the one-year option amount of \$1,470,195 (37 units), is for a total contract amount of \$1,942,501, inclusive of sales tax. This recommendation is subject to the resolution of any properly submitted protest(s).

ISSUE

The Original Equipment Manufacturer (OEM) can no longer overhaul these critical LVPS units due to the declining reliability of the LVPS technology transfer and parts obsolescence, necessitating the purchase of a new design static converter LVPS units. This procurement is for the purchase of forty-two (42) new LVPS units (5 Base and 37 Option) to allow for the continuation of overhaul services required for a thorough and complete overhaul of the A650 Fleet. Furthermore, the purchase of new units will achieve equipment safety, reliability, and performance standards in accordance with regulatory requirements and OEM specifications. This procurement will result in the least impact on the schedule and Metro resources to ensure fleet reliability and vehicle maintainability.

BACKGROUND

The Breda A650 HRV option-buy fleet consists of 37 married-pair vehicles and is currently in its 24th year of revenue service operations. This fleet is currently undergoing a Component Overhaul Program, overhauling five major systems including friction brake, traction motor, gearbox coupler, and LVPS equipment. The average per car mileage is 1.7 million miles with accumulated fleet mileage of 128 million miles and consistent reliability and safety record.

DISCUSSION

The LVPS is one of five vehicle systems within the Component Overhaul Program managed and performed by Rail Fleet Services staff. Other vehicle systems undergoing overhaul include coupler, friction brake, gearbox, traction motor, and semi-permanent coupler.

The LVPS equipment consists of low and high-voltage electronic components that convert traction supply power of 750 Vdc to 120 & 220 Vac for battery charging, emergency lighting, braking systems, and door operation supply source. The LVPS is considered vital and safety-critical equipment necessary to sustain the A650 fleet in revenue service operations in conjunction with the State of Good Repair (SGR) policy.

Rail Fleet Services (RFS) Engineering developed equipment overhaul specification(s) for all systems included in the Component Overhaul Program based on OEM recommendations and RFS maintenance experience. The contractor for the new LVPS units will design, manufacture, test, and implement the development of new LVPS equipment units in accordance with Metro's technical specifications within the defined schedule requirements.

DETERMINATION OF SAFETY IMPACT

The purchase of new LVPS equipment ensures vehicle battery charging levels for friction braking, emergency lighting, doors, and other vital systems. In the event of LVPS equipment failure, the vehicle safety systems are compromised and the vehicle will not operate.

FINANCIAL IMPACT

Funding of \$1,942,501 for 42 LVPS equipment units is included in the FY23 budget and \$11,000,000 is available for Component Overhaul Life of Project Budget (LOP) CP #206038. The delivery of the LVPS equipment is planned for the 2nd quarter of FY23 post contract award.

Impact to Budget

The current source of funds for the overhaul program and Consulting Services is Proposition A 35%. Staff will pursue additional federal funds that may become available for this project to maximize and conserve the use of local funding sources and/or debt.

Since multi-year projects are funding this recommendation, the Chief Operating Officer, Chief Program Management Officer, and respective Project Managers will be responsible for future fiscal year budgeting.

EQUITY PLATFORM

The Red and Purple rail lines utilize all of the heavy rail fleet vehicles in Metro's system. Based on the 2019 Customer Survey, the Red and Purple rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available

-
- Rider Ethnicity: Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%; Other 6.5%

In addition, areas served include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood, a majority of which serve people living in Equity Focus Communities.

No SBE or DVBE goals were established due to the lack of subcontracting opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. New LVPS will ensure fleet and equipment reliability, minimize vehicle maintenance needs, and provide for safety for Metro's passengers in all operational modes.

ALTERNATIVES CONSIDERED

Due to the OEM's inability to repair or overhaul the LVPS equipment and to technology transfer and parts obsolescence, it is imperative to procure new LVPS equipment utilizing current technologies and parts that will support vehicle operations for vehicle operations an estimated 15 years. There are no alternatives to be considered.

NEXT STEPS

Upon Board approval, the contract awardee will begin the design, manufacturing, testing, and prototyping process as outlined in Metro's Technical Specification for new LVPS equipment. The Contractor shall provide a production schedule to identify milestones consistent with the scheduled delivery of the LVPS equipment.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services (213) 922-3144
Richard M. Lozano, Senior Director, Rail Fleet Services (323)-224-4042.
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418 3051

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**LOW VOLTAGE POWER SUPPLY
CONTRACT NUMBER OP82170000**

1.	Contract Number: OP82170000	
2.	Recommended Vendor:	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/21/2021	
	B. Advertised/Publicized: 10/22/21	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: 01/07/22	
	E. Pre-Qualification Completed: 2/2/2022	
	F. Conflict of Interest Form Submitted to Ethics: 1/14/22	
	G. Protest Period End Date: 08/22/22	
5.	Solicitations Picked up/Downloaded: 21	Bids/Proposals Received: 3
6.	Contract Administrator: Roxane Marquez	Telephone Number: 213-922-4147
7.	Project Manager: Richard Lozano	Telephone Number: 323-224-4042

A. Procurement Background

This Board Action is to approve Contract No. OP82170000 issued in support of Metro’s A650 Heavy Rail Vehicle (HRV) to procure services in the design, manufacture and delivery of new Low Voltage Power Supply (LVPS) units. Board approval of contract award is subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro’s Acquisition Policy and the contract type is a Firm Fixed Unit Price.

Four (4) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 27, 2021, extended the Questions Due Date;
- Amendment No. 2, issued on November 1, 2021, extended the Questions/Answers and Proposal Due Date;
- Amendment No. 3, issued on November 19, 2021, clarified warranty requirements and project deliverables in the Statement of Work and extended the Proposal Due Date;
- Amendment No. 4 was issued on December 14, 2021, clarifying requirements on Form 60 and extended Questions Due Date.

A total of three (3) proposals were received on January 7, 2022.

1. AmePower, Inc.
2. Kiepe Electric, LLC
3. Powertech

B. Evaluation of Proposals

This procurement was conducted in accordance with LACMTA's Acquisition Policy for a competitive RFP using evaluation criteria and weighted factors. A Proposal Evaluation Team (PET) consisting of staff from LACMTA's Rail Fleet Services, Transit Vehicle Engineering and Quality Assurance convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated by the Proposal Evaluation Team (PET) based on the following evaluation criteria and weights.

- Technical Capability 30% percent
- Proposer's Work Plan 30% percent
- Past Performance and Experience 20% percent
- Price Proposal 20% percent

The evaluation criteria are appropriate and consistent with criteria developed for similar technical design and manufacturing of rail components. Several factors were considered when developing these weights, giving the greatest importance to Technical Capability and Work Plan.

On January 27, 2022, the Proposal Evaluation Team (PET) completed its independent evaluation of proposals. As a result of evaluations, the PET determined that of the three (3) proposals received, two (2) firms were determined to be within the competitive range. The two (2) firms within the competitive range are listed below in alphabetical order:

1. AmePower, Inc.
2. Kiepe Electric, LLC

Powertech was determined to be outside the competitive range and was no longer considered for further evaluation.

The two (2) firms within competitive range were contacted to answer questions, clarify Technical Proposals and approach to statement of work and qualifications. Each firm submitted team's qualifications and responded to the evaluation committee's clarifying questions. The PET reviewed and scored each firm's Technical Proposal in accordance with the technical requirements of the RFP, each firm's experience in relation to the required tasks, and reviewed each firm's commitment to the success of the project. Also reviewed were staffing plans, work plans, and perceived project

issues. Each firm answered questions relative to firm's previous experience in designing, manufacturing and implementing LVPS components.

Qualifications Summary of Firms within the Competitive Range:

KIEPE ELECTRIC LLC

Kiepe Electric LLC (formerly Vossloh Kiepe) was founded in 1906, following an acquisition by Vossloh AG. Vossloh sold Kiepe company to Knorr-Bremse in January 2017; and in May 2017 Knorr-Bremse renamed the company to Kiepe Electric.

Kiepe Electric LLC is a manufacturer of efficient and ecologically sustainable, electric power converters for light rail vehicles, metro vehicles, trolley buses as well as other road and rail vehicles. In addition, Kiepe Electric offers digital solutions for public transport like our Smart Fleet Charging Management (SFM) for electric buses and the Kiepe Fleet Management (KFM), which predicts the need for maintenance and repair.

Kiepe Electric is known for providing highly innovative and competent solutions in the field of traction equipment and LVPS for electrically driven vehicles. They also specialize in the modification of existing vehicles, as well as assembly, testing and commissioning.

Kiepe's Technical Proposal demonstrated thorough expertise in manufacturing electric power converters for rail vehicles and trolley buses with extensive experience in designing and implementing low voltage power supply units and has years of proven service. Project personnel demonstrated a strong understanding of Metro's requirements in their approach to the scope of work and meeting project deadlines.

The Technical Proposal demonstrated Kiepe's experience in all required tasks for the Statement of Work including pre-launch planning, reverse engineering, designing, testing and deployment planning that most importantly achieves meeting project goals and performance. An organizational chart identifying key personnel including the project manager, engineers, quality assurance staff, supervisory staff to be assigned to Metro's project was provided by the proposer outlining over 190 years of combined experience.

Kiepe's Technical Proposal was comprehensive, thorough in approach, and aligned with Metro's service goals and timelines. Kiepe illustrated a detailed strategy to achieve the performance standards through a test and inspection plan showing how to meet the requirements as outlined in the specification to achieve project success.

Most notably unique to Kiepe's expertise was witnessed by their past performance through the long list of experience in designing and implementing LVPS of similar size in multiple agencies for over the past five years.

AMEPOWER

AmePower is a Florida-based engineering company with over 20 years of experience specialized in delivering customized solutions improving the efficiency, performance, and reliability of High-Power Converters found in Rolling Stock (Traction Systems, APS, LVPS). AmePower offers complete repair and overhaul services for converters, auxiliary power supplies, high voltage power supply and battery chargers for mass transportation and wind power industries, with the ability to retrofit and perform contract manufacturing. Recently, AmePower added pre-designed converters and components as a part of their offering in 2021-2022.

AmePower's Technical Proposal offered a strong engineering team with extensive experience in repair and overhaul projects ranging from LVPS, auxiliary power supply overhaul, converter overhaul, and many other overhaul rail vehicle projects. AmePower distinctly featured a suite of rail overhaul component overhauls and experience as well as a well-design facility with numerous test bays.

However, the Technical Proposal failed to identify required experience in the design, manufacture and implementation of new low voltage power supply units for rail vehicles. AmePower possessed strong experience in complete converter repair and overhaul, but no experience in creating a LVPS unit from concept to implementation. Although AmePower demonstrated extensive knowledge and experience in repairing even obsolete equipment, this critical requirement is necessary in demonstrating success for the project. Metro's expectations for this procurement requires three years of past experience on the design and manufacturing of new LVPS equipment and Amepower failed to provide this experience.

The firm's approach to the statement of work aligned with the requirements of the RFP. The proposed team consisted of a number of qualified specialists including engineering experts. An organizational chart identified key personnel including the project manager, engineers, quality assurance staff, supervisory staff to be assigned to Metro's project was provided by the proposer outlining over 75 years of combined experience.

Overall, the Technical Proposal offered generally sound approach in providing a LVPS assembly but lack the ground-level design experience to build and manufacture a new LVPS with service-proven results that Metro requires for this project.

On March 15, 2022, the PET completed its independent evaluation of the proposals. As a result, the firms earned the following final scores with Kiepe Electric LLC ranking the highest firm to perform the project.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	KIEPE ELECTRIC LLC				
3	Technical Capability	80.63	30.00%	24.19	
4	Project Work Plan	80.00	30.00%	24.00	
5	Past Performance and Experience	85.00	20.00%	17.00	
6	Price	100.00	20.00%	20.00	
7	Total		100.00%	85.19	1
8	AMEPOWER INC.				
9	Technical Capability	71.25	30.00%	21.38	
10	Project Work Plan	77.50	30.00%	23.25	
11	Past Performance and Experience	49.98	20.00%	10.00	
12	Price	83.86	20.00%	16.77	
13	Total		100.00%	71.40	2

C. Price Analysis

The recommended price of \$1,942,501 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), price analysis, technical evaluation, clarifications and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Kiepe Electric LLC	\$1,957,170	\$1,595,000	\$1,942,501
2.	AmePower	\$2,333,796	\$1,595,000	\$2,333,796

The difference in ICE and negotiated amount is due to several factors. The ICE didn't account for LVPS assembly, Training and Engineering Fee, as well as shipping and travel costs. Additionally, the ICE was based on a previous industry quote which didn't account for recent increase in inflation, transportation/shipping costs, and covid-related supply chain delays which increased significantly since the development of the ICE.

D. Background on Recommended Contractor

The recommended firm, Kiepe Electric LLC, located in Alpharetta, Georgia has been in business for 116 years since their inception in 1906 and is a leader in the field of traction equipment and LVPS assemblies for light rail vehicles, metro vehicles, trolley busses as well as other road and rail vehicles. Recently, Kiepe Electric LLC performed

work for San Francisco MTA, Utah Transit Authority, Dayton Ohio RTA and Chicago METRA delivering up to 200 LVPS and battery charger systems for their railcars. Kiepe Electric's Project Manager has 42 years of experience, and the team has an accumulative experience of 190 years in designing, manufacturing, and delivering highly innovated and complex electronic systems for rail vehicles. Kiepe Electric LLC also specializes in the modification of existing vehicles, as well as their assembly, testing and commissioning. Kiepe Electric performs work across several countries, including Canada, United Kingdom, Belarus, Germany, Greece, Italy, The Netherlands, Norway, Poland, Taiwan and several other countries.

DEOD SUMMARY

**LOW VOLTAGE POWER SUPPLY
CONTRACT NUMBER OP82170000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement due to the lack of subcontracting opportunities. It is expected that Kiepe Electric will perform the services with its own workforce.

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2022-0414, File Type: Contract

Agenda Number: 33.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE AUGUST 18, 2022

SUBJECT: HEAVY RAIL VEHICLE FLEET VINYL SEAT OVERHAUL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. MA52153000 with Molina Manufacturing for the A650 Heavy Rail Vehicle (HRV) Vinyl Seat Overhaul contract to extend the Period of Performance by 24 months through September 4, 2025, and increase the Not-to-Exceed Total Contract Price by \$499,110, from \$475,040.24 to \$974,150.24.

ISSUE

The A650 Red and Purple HRV vinyl seat overhaul project is in line with Metro's "Customer First," "Cleanliness Program," improving the Customer Experience initiatives by providing clean and safe rail vehicles for all Metro customers.

In recent months, Metro has identified an increase in seat damage. This has led to the fabric seat material's wear and tear, leaving unclean and/or unsafe seat conditions. The overhaul program not only provides a lower cost to the agency but replaces the fabric material with a vinyl material that is easier to clean, sanitize, and wipe down.

Additionally, due to the increase in vandalism on the subway cars, particularly with "graffiti" on the vinyl seat inserts, it has become increasingly necessary to replace seat inserts to properly maintain the car interiors. Extending the contract and increasing the contract price by \$499,110 gives the staff the authority to execute the necessary repairs and replacements.

To date, Metro has replaced a total of 9,600 seats for the A650 Red and Purple HRV fleet. Currently, there are 600 seats in need of replacement to complete this project. In addition, the contract modification will not only complete the remaining seat replacements and will support additional seat replacements on an as-needed basis.

BACKGROUND

Contract No. MA52153000 was awarded to Molina Manufacturing on September 5, 2018 in the amount of \$375,040.24, to replace fabric material with vinyl material, including the installation of a drain hole onto the seat bottom allowing fluids to drain onto the floor and not accumulate onto the seat bottom.

This contract modification will increase the quantities to repair and replace the car seats and will provide for an extension to the contract while a new contract is being developed and awarded.

DISCUSSION

Cleanliness is a highly rated issue of importance for Metro riders and the reupholstering of the seat inserts enhances Metro's cleaning and sanitation programs to ensure clean, reliable, and safe rail transportation services.

Awarding this contract will ensure the red and purple lines located at Division 20 have adequate inventory to replace damaged seat inserts and for any remaining rail cars requiring conversion from cloth to vinyl material. This contract will allow Metro to stock a supply of seat inserts and replace the seat inserts when found with graffiti, cuts in the vinyl material, or otherwise damaged in order to ensure a continued high-quality environment for our passengers.

The vinyl seat inserts will improve interior vehicle cleanliness and improve our customer's experience. Per the Chief Executive Officer's directive, Metro is actively working on the conversion of the entire fleet of rail vehicles to vinyl seat inserts by the end of the Fiscal Year 2023, and the award of this contract is expected to provide the inventory of vinyl seats for the heavy rail fleet to achieve this objective.

To date, the A650 Red and Purple HRV fleet is approximately 94% completed in terms of vinyl seats and this contract extension will ensure that Metro completes the transition of A650 vehicles from fabric to vinyl material. With the goal of full conversion to vinyl seats for the heavy rail, light rail, and bus fleets by the end of FY23, staff will monitor production rates for the seat inserts and bring forth a new solicitation and contract award should an additional vendor be required to supplement production to achieve the FY23 date.

This work is required to maintain the vehicles in a State-of-Good-Repair, safety and reliability, as well as to support the best possible Customer Experience.

DETERMINATION OF SAFETY IMPACT

The vinyl seat inserts allow for easy maintenance of soiled or damaged seats and deter the spread of potential diseases. Clean, safe, and reliable cars are all part of ensuring that our Customer's Experience is enjoyable.

FINANCIAL IMPACT

Funding of \$499,110.24 for the Contract Modification Authority is included in the Cost Center 3942,

Project 300044 Account 50441.

Impact to Budget

The current source of funding for this action includes Prop C, TDA, &STA. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

Approval of recommendation ensures successful completion of the vinyl seat overhaul and repair project; and will ensure that the rail fleet that serves Los Angeles County and disproportionately serves marginalized groups and the vulnerable, provides clean and safe transportation services.

The Red and Purple rail lines utilize all of the heavy rail fleet vehicles in Metro's system and based on the 2019 Customer Survey, the Red and Purple heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available
- Rider Ethnicity: Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%; Other 6.5%

In addition, areas served include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood, a majority of which serve people living in Equity Focus Communities.

Molina Manufacturing is a certified Small Business Enterprise (SBE) firm located in Torrance, California and will be performing the services on this contract with its own workforce.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within the Metro organization. Contract Modification Authority and Contract extension safeguards overhaul production continuance while meeting passenger safety and fleet reliably.

ALTERNATIVES CONSIDERED

Deferral of the vinyl seat overhaul project is not recommended as this approach is contrary to Metro's passenger-first initiatives. The alternative is to not award the contract and procure the vinyl seat inserts as needed, using the traditional "min/max" replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply, and a guaranteed fixed price for the parts. This alternative strategy could also impact the lead time for securing the material to reupholster the seat inserts, resulting in delays in completing the fleet conversion.

NEXT STEPS

Upon Board approval, the vinyl seat overhaul program will continue with the Contractor relacing fabric material with vinyl and completing necessary modifications to the seat inserts.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Mod Log

Attachment C - DEOD Summary

Prepared_by

Prepared by:

Bob Spadafora, Senior Executive Officer, Rail Fleet Services

(213) 922-3144

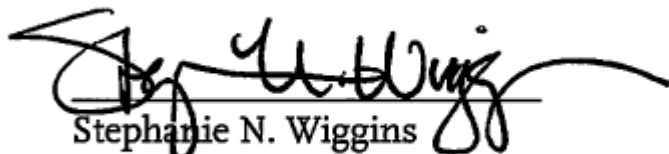
Richard M. Lozano, Senior Director, Rail Fleet Services

(323) 224-4042

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

Reviewed by:

Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**A650 SEAT BACK AND BOTTOM INSERT OVERHAUL AND MODIFICATION /
CONTRACT NO. MA52153000**

1.	Contract Number: MA52153000		
2.	Contractor: Molina Manufacturing		
3.	Mod. Work Description: Extend the Period of Performance by 24 months and add additional work		
4.	Contract Work Description: A650 seat insert replacement & repair		
5.	The following data is current as of: 06.15.22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09-05-18	Contract Award Amount: \$375,040.24
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$100,000.00
	Original Complete Date:	09-04-23	Pending Modifications (including this action): \$499,110.00
	Current Est. Complete Date:	09-04-25	Current Contract Value (with this action): \$974,150.24
7.	Contract Administrator: Nicole Banayan		Telephone Number: 213-922-7438
8.	Project Manager: Richard Lozano		Telephone Number: 323-224-4042

A. Procurement Background

This Board Action is to approve an increase of Contract Modification Authority issued in support of:

- a) Extending the Contract Period of Performance by 24 months through September 4, 2025
- b) Increasing the Not-to-Exceed Contract Price by \$499,110.00 from \$475,040.24 to \$974,150.24.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery/Indefinite Quantity (ID/IQ).

This Contract was executed on September 5, 2018, to Molina Manufacturing for a 60-month period of performance for a Total Not-to-Exceed Contract Value of \$375,040.24.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon a price analysis and technical evaluation. Molina Manufacturing is not escalating their competitively obtained unit prices for all seat inserts for the 24-month extension and those rates were the basis of the Metro ICE. Therefore, the proposed amount, Metro ICE, and the negotiated amount are all consistent.

Proposal Amount	Metro ICE	Negotiated Amount
\$499,110.00	\$499,110.00	\$499,110.00

C. Contractor

Molina Manufacturing (Molina) is a Metro certified Small Business Enterprise (SBE) firm located in Torrance, California. Molina Manufacturing was established in March 2007 and is a full-service company that re-upholsters used or new passenger seats for a wide variety of bus and rail. In addition to providing reupholstery services, Molina also provides hub gaskets, tank radiator gaskets, valve cover, and pan gaskets and assess panel gaskets. Molina’s performance is satisfactory.

CONTRACT MODIFICATION/CHANGE ORDER LOG

A650 SEAT BACK AND BOTTOM INSERT OVERHAUL AND MODIFICATION /
CONTRACT NO. MA52153000

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised A650 Technical Specification	Approved	05.05.22	\$42,105.75
2	2 nd Generation Vinyl change	Approved	04.22.22	\$0.00
3	As-Needed Seat Repairs due to Vandalism	Approved	07.11.22	\$57,894.25
4	Extend Period of Performance and add \$499,110.00	Pending	TBD	\$499,110.00
	Modification Total:			\$599,110.00
	Original Contract:	Approved	09.05.18	\$375,040.24
	Total:			\$974,150.24

DEOD SUMMARY

A650 HEAVY RAIL, FLEET VINYL SEAT OVERHAUL PROJECT/MA52153000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise/Disabled Veterans Business Enterprises (SBE/DVBE) goal based on the lack of subcontracting opportunities. Molina Manufacturing, an SBE, is performing the services on this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2022-0415, **File Type:** Contract

Agenda Number: 34.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
AUGUST 18, 2022**

SUBJECT: METRO RED AND PURPLE MAINLINE RAIL FASTENER REPLACEMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a 60-month, Firm Fixed price Contract No. OP8666000 to Transdev Rail Inc., the lowest responsive and responsible bidder, for the purchase of Metro Red and Purple Mainline Fastener Replacement for a not-to-exceed amount of \$28,703,169.90, inclusive of sales tax. This recommendation is subject to the resolution of any properly submitted protest(s).

- B. INCREASING the Life of Project (LOP) Budget for the Metro Red and Purple Mainline Fastener Replacement, capital project number 205125, by \$8,850,000 from \$28,130,000 to \$36,980,000.

ISSUE

In May 2021, the Board approved the Metro Red and Purple Mainline Fastener Replacement with a LOP budget of \$28,130,000 as part of the adopted FY22 annual budget. At the time of the project scope development, the LOP budget was based on the best available estimate of the cost of replacing heavy rail fasteners along with the Red and Purple mainlines. Due to the increase in economic costs since the development of the cost estimate, an increase is necessary for the LOP Budget to purchase mainline fasteners for replacement for both the Red and Purple Lines.

Additionally, due to the Red and Purple Lines operating heavy rail service for over 27 years, the mainline Type 1 rail fasteners have reached the end of their useful life, and replacement of these rail fasteners is required.

BACKGROUND

The Type 1 rail fasteners, manufactured by LORD Corp., were installed during the original

construction of the Red Line and have been in use since revenue service started in 1993. The original fasteners were designed with a life expectancy of 25 to 30 years. The continuous rail service in the underground tunnel environment has led to some fasteners to wear and crack. The Track Maintenance Department has been inspecting the fasteners regularly and replacing the failed fasteners when needed. However, this maintenance work has caused rail service to be impacted as trains are required single-tracked for replacement, or train speeds are required to be significantly reduced while repairs are made. The Maintenance and Engineering Department completed an examination of the condition of the mainline fasteners and determined that an entire replacement of Red and Purple mainlines should be performed using dedicated resources within a specific timeframe.

DISCUSSION

The scope of work involves removing approximately 112,000 of the original Type 1 fasteners and installing new and enhanced Type 1 fasteners with an improved life expectancy of 30 to 35 years. The enhanced Type 1 fasteners have greater durability specialized for underground tunnel environment environments. As a State of Good Repair (SGR) project, the fasteners are critical infrastructure assets and must be replaced promptly. The work is scheduled to be completed within five (5) years. Replacement of the fasteners will increase the reliability of the Red and Purple Lines while preventing service disruptions caused by rail fasteners that fail.

Staff has estimated a LOP increase of \$8,850,000 to proceed with the award of Contract No. OP8666000 in support of the Red and Purple Lines project scope. The increase in the LOP is mainly attributed to increased labor costs to replace fasteners to complete this work per the schedule, engineering design and project management support necessary to oversee design submittals and ensure timely project completion of this effort, and contingency related to unforeseen price increases for critical materials along with change orders that may be required during the construction phase of this work. Please refer to Attachment B for the cost breakdown of capital project 205125

This project is part of Metro's commitment to delivering a robust SGR program that invests in modernization, enhancement to renew asset life and reduce asset breakdowns that impact daily service and customer experience.

DETERMINATION OF SAFETY IMPACT

Rail fasteners directly impact the safety of train movements as they keep the rail fixed to the appropriate track gauge and prevent the rails from shifting. A train derailment can occur if fasteners do not hold the rail at the appropriate gauge and cause the rail to shift.

In accordance with Metro's SGR requirements, fasteners that have reached the end of their useful life must be replaced in a timely manner to comply with safety and reliability standards, alongside meeting Federal Transit Administration and California Public Utilities Commission regulations.

FINANCIAL IMPACT

This action will increase the LOP budget by \$8,850,000 for capital project 205125. For FY23, \$5,000,000 in existing and approved funding will be provided from capital project number 205125 - Metro Red and Purple Mainline Fastener Replacement, cost center 3960 - Infrastructure Renewal Program, Account 53102 - Acquisition of Equipment. Since this is a multi-year contract, the Project Manager will ensure that the balance of LOP funds is budgeted in future fiscal years.

Impact to Budget

The source of funds for this action includes the Federal, State Transportation Development Act (TDA), Measure R, and Measure M. Allocation of these funds to this effort maximizes their intended use given approved funding guidelines and provisions. The source of funds will be dependent on the specific capital project funding.

EQUITY PLATFORM

The benefits of this action are to ensure that transit infrastructure assets are maintained in a state of good repair countywide, including assets that provide transit service for disadvantaged communities. Based on the 2019 Customer Survey, the Red and Purple heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available
- Rider Ethnicity: Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%; Other 6.5%

In addition, areas served include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood, a majority of which serve people living in Equity Focus Communities.

Replacement of the fasteners will ensure that the Red and Purple Lines will operate efficiently and safely. This allows Metro to deliver safe, affordable, and dependable transit services that connect marginalized groups with jobs, housing, education, food services, family, and health care.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system.

Replacement of the mainline fasteners will help maintain rail safety, service, and reliability standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Alternatives to the project should not be considered as utilizing existing in-house workforces to replace the mainline rail fasteners is not feasible. The Track Maintenance Department presently does not have enough manpower to dedicate to the timely completion of the project work. Complete replacement of heavy rail fasteners is required to timely maintain safety requirements. Track Maintenance workforces concurrently maintain Metro's day-to-day systems and oversee the integration of expansion rail lines.

NEXT STEPS

Upon approval of the recommendations, staff will increase the authorized Life of Project budget and Vendor/Contract Management will execute Contract No OP8666000.

ATTACHMENTS

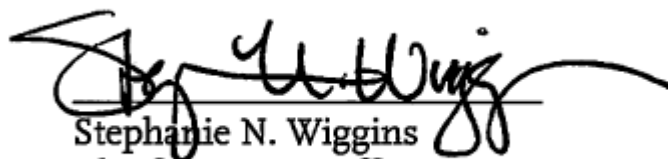
Attachment A - Procurement Summary

Attachment B - Expenditure Plan

Attachment C - DEOD Summary

Prepared by: Wyman Jones, Senior Director, Project Engineering (213) 617-6229
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Geyner Paz, Senior Administration Analyst, (213) 922-3744
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**METRO RED AND PURPLE LINE MAINLINE RAIL FASTENER
REPLACEMENT/CONTRACT NUMBER OP8666000**

1.	Contract Number: OP8666000	
2.	Recommended Vendor: Transdev Rail, Inc.	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 03.14.22	
	B. Advertised/Publicized: 03.14.22	
	C. Pre-Bid Conference: 03.29.22	
	D. Bids Due: 05.06.22	
	E. Pre-Qualification Completed: 06.13.22	
	F. Conflict of Interest Form Submitted to Ethics: 07.06.22	
	G. Protest Period End Date: 08.19.22	
5.	Solicitations Picked up/Downloaded: 27	Bids Received: 4
6.	Contract Administrator: Nicole Banayan	Telephone Number: 213-922-7438
7.	Project Manager: Wyman Jones	Telephone Number: 213-617-6229

A. Procurement Background

This Board Action is to approve Contract No. OP8666000 issued to procure goods and services to replace Metro Red and Purple Rail Mainline fasteners. Board approval of contract awards are subject to resolution of any properly submitted protest.

IFB No. OP86660 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

Four (4) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on March 24, 2022, revised Exhibit A: Scope of Services;
- Amendment No. 2, issued on April 4, 2022, extended the bid due date from April 14, 2022 to April 29, 2022;
- Amendment No. 3, issued on April 12, 2022, revised Exhibit A: Scope of Services;
- Amendment No. 4, issued on April 22, 2022, extended the bid due date from April 29, 2022 to May 6, 2022;

A total of four (4) bids were received on May 6, 2022. A pre-bid meeting was held on March 29, 2022. All four (4) bidders and other interested companies attended a site

visit at Union Station on March 29, 2002, right after the pre-bid meeting, to observe the existing trackway and train operations through the crossovers on the B/D (Red/Purple) Line. The Type 1 fasteners to be replaced were shown to all, and answers were provided by Metro to questions during the site visit. Metro issued four (4) clarifications answering a total of 82 questions received from potential bidders.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA’s Acquisition Policy for a competitive sealed bid. The four (4) bids received are listed below in alphabetical order:

1. Delta Railroad Construction, Inc.
2. Herzog Contracting Corporation
3. Railworks Track Services, LLC
4. Transdev Rail, Inc.

Herzog Contracting Corporation, Railworks Track Services, LLC and Transdev Rail, Inc. were determined to responsive, responsible and deemed qualified to perform the services based on Exhibit A: Scope of Services.

Delta Railroad Construction, Inc. was determined to not be responsive because they did not meet the Disadvantaged Business Enterprise (DBE) commitment of one percent (1%) of the total contract price.

C. Price Analysis

Metro’s Independent Cost Estimate (ICE) was developed to establish the most likely cost rather than the lowest optimistic cost to perform the services. This was done by assuming average but reasonable labor productivity and actual material pricing from one of Metro’s approved supplier for Type 1 DF Fastener. The ICE also includes 12% Home Office Overhead & Profit, and an escalation of 8% for materials and labor only.

The recommended bid price from Transdev Rail, Inc. has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder. Metro confirmed Transdev Rail Inc.’s understanding of the scope and complexities of the work.

Bidder Name	Bid Amount	Metro ICE	Responsive
Transdev Rail, Inc.	\$28,703,169.90	\$50,910,046.00	Yes
Railworks Track Services, LLC	\$34,822,689.00	\$50,910,046.00	Yes
Herzog Contracting Corporation	\$43,587,500.00	\$50,910,046.00	Yes
Delta Railroad Construction, Inc.	\$65,185,005.00	\$50,910,046.00	No

D. Background on Recommended Contractor

The recommended firm, Transdev Rail, Inc., located in San Dimas, Ca has been in business for thirteen (13) years, and is a leader in the railroad construction industry. They are the railroad maintenance division of Transdev North America, and provide railroad maintenance, project oversight, and construction services. Transdev North America is one of the largest private sector operators of multiple modes of transit in North America.

Transdev Rail, Inc. recently completed the Laguna Niguel to San Juan Capistrano Passing siding with OCTA in 2021, Trolley Track Improvements with San Diego Metropolitan Transit System in 2019, and Truck Rehabilitation Services with Southern California Regional Rail Authority in 2021.

Transdev Rail Inc. has worked at Southern California Regional Rail Authority (Metrolink) under a track maintenance contract since 2008, and was formerly known as Veolia Transportation Maintenance and Infrastructure, Inc.

Transdev Rail Inc.'s management team is composed of a project manager, a project engineer, and a project superintendent. In addition, they have an experienced construction crew composed of a foreman, equipment operators and laborers.

The project manager, Vannith Chuoy has over 30 years of experience in engineering, maintenance and construction of railroad projects. He also has over 10 years of business management experience, knowledgeable with Federal Railroad Administration Parts 213 & 214, CPUC codes of regulation, and General Code of Operating Rules for Maintenance of Way employees.

CP 205125 Expenditure Plan

Metro B and D (Red and Purple) Mainline Rail Fastener Replacement

Use of Funds	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
IFB No. OP86660 Metro B and D (Red and Purple) Mainline Rail Fastener Replacement	-	2,998,170	6,500,000	6,500,000	6,500,000	6,205,000	28,703,170
Metro Maintenance of Way (MOW) Labor	-	805,044	833,221	862,383	892,567	923,915	4,317,130
Agency Costs (Design Support During Construction, Project Management, Procurement, Labor Compliance)	45,465	197,728	202,957	208,190	213,972	220,888	1,089,200
Project Contingency 8%							2,870,500

Yearly Cash Flow Forecast: 45,465 4,000,942 7,536,178 7,570,573 7,606,539 7,349,803 36,980,000

DEOD SUMMARY

METRO B AND D (RED and PURPLE MAINLINE RAIL FASTENER REPLACEMENT/OP86660

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 1% Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the specialized nature of the work. Transdev Rail, Inc. made a 1% DBE commitment.

Small Business Goal	DBE 1%	Small Business Commitment	DBE 1%
----------------------------	---------------	----------------------------------	---------------

	DBE Subcontractors	Ethnicity	% Committed
1.	Hafco Services, Inc.	Hispanic American	1%
	Total Commitment		1%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2022-0395, File Type: Appointment

Agenda Number: 35.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE AUGUST 18, 2022

SUBJECT: MEMBERSHIP ON METRO'S SAN FERNANDO VALLEY AND WESTSIDE CENTRAL SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominees for membership on Metro's San Fernando Valley and Westside Central Service Councils.

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives that serve terms of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

The San Fernando Valley and Westside Central Service Councils each have one vacancy that was not filled when the seats' terms expired on June 30, 2022. The term of these now-vacant seats is July 1, 2022 - June 30, 2025.

BACKGROUND

Metro Service Councils were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region; have a basic working knowledge of public transit service within their region, and have an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSC is responsible for convening public hearings to receive community input on proposed service modifications, and rendering decisions on proposed bus route changes considering staff's recommendations and public comments. All route and major service changes that are approved by the MSC will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSC will be notified of this change prior to the next Service Council monthly meeting.

DISCUSSION

The individuals listed below have been nominated to fill vacant seats on the San Fernando Valley and Westside Central Service Councils by the seats’ nominating authority. If approved by the Board, these appointments will serve out the remainder of the vacant seats’ three-year term. A brief listing of the nominees’ qualifications and the nomination letters from the nominating authority are provided in Attachments A and B.

For reference, the 2020 American Community Survey demographics and 2019 Metro Ridership Survey demographics for each region are compared to the membership, should these nominees be appointed.

San Fernando Valley

- A. Louis Herrera, San Fernando Valley Service Council, New Appointment
 Nominated by: Los Angeles Mayor Eric Garcetti
 Term: July 1, 2022 - June 30, 2025

Should these nominees be appointed, the San Fernando Valley (SFV) Service Council membership will compare to the region and the region’s ridership as follows:

SFV Region Demographics	Hispanic	White	Asian/ Pacific Isl	Black	American Ind/ Alaska Native	Other
Council Region	40.0%	41.7%	11.2%	3.7%	0.1%	3.3%
Region Ridership	63%	13%	9%	9%	1%	5%
Membership/No.	5 (55%)	3 (33%)	0 (0%)	1 (11%)	0 (0%)	0 (0%)

The gender makeup of the SFV Service Council will be as follows:

Gender	SFV Membership/No.*	Los Angeles County
Male	66% / 6	49.7%
Female	33% / 3	50.3%

Westside Central

- B. Jessica Jinn, Westside Central Service Council, New Appointment
 Nominated by: Los Angeles Mayor Eric Garcetti
 Term: July 1, 2022 - June 30, 2025

Should this nominee be appointed, the Westside Central Service Council membership will compare to the region and the region’s ridership as follows:

WSC Region Demographics	Hispanic	White	Asian/ Pacific Isl	Black	American Ind/ Alaska Native	Other
Council Region	42.4%	30.8%	13.5%	9.5%	0.2%	3.6%
Region Ridership	66%	7%	7%	16%	1%	4%
Membership/No.	5 (55%)	1 (11%)	1 (11%)	2 (22%)	0 (0%)	0 (0%)

The gender makeup of the Westside Central Cities Service Council will be as follows:

Gender	WSC Membership/No.	Los Angeles County
Male	33.3% / 3	49.7%
Female	66.6% / 6	50.3%

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for the safe operation of transit service and safe location of bus stops.

EQUITY PLATFORM

Metro seeks to appoint Service Council members that represent the diverse needs and priorities reflective of the demographics of each respective region.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for this nominee to not be approved for an appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Council to formulate and submit recommendations to the Board. It would also result in the Service Council having a less diverse representation of their respective service areas.

NEXT STEPS

There is one remaining vacancy on the San Gabriel Valley Service Council. Staff will continue to work with the Cities of Montebello, Monterey Park, and Rosemead to identify a candidate to fill the vacant seat. When this seat is filled, Metro’s Service Councils will be fully appointed.

Staff will continue to monitor the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan and implement and improve bus service in their areas and the customer experience.

ATTACHMENTS

Attachment A - Listing of Nominees' Qualifications

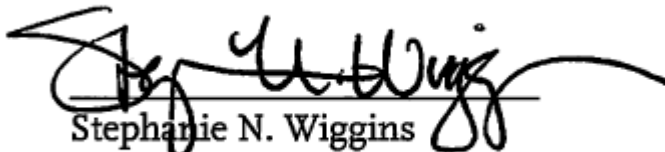
Attachment B - Nomination Letters

Prepared by:

Dolores Ramos, Manager, Regional Service Councils, (213) 598-9715

Reviewed by: Conan Cheung, Chief Operations Officer

(213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS



Louis Herrera, Nominee to San Fernando Valley Service Council

Louis Herrera is a Customer Programs Outreach Specialist for the Southern California Gas Company where he provides underserved communities, persons with disabilities, disabled Veterans and senior citizens with California Alternate Rates for Energy (CARE) Program and the Energy Savings Assistance Program information. Accompanied by Hugo, his guide dog, Mr. Herrera is a great ambassador in the community. Mr. Herrera is a native of the San Fernando Valley. He served as Commissioner for the City of Los Angeles Department on Disabilities for over eight years. In 2010, he was appointed by former President Barak

Obama to serve on the 21st Century Accessible Communications Federal Communications Commission (FCC) Committee focusing on functional user accessibility interface design. Mr. Herrera currently serves as President of Fiesta Educativa, an organization dedicated to serving the needs of Hispanic families with children with various disabilities, and President of Southern California Resource Services for Independent Living (SCRS-IL), an independent living center that serves individuals with disabilities throughout Southern California. Mr. Herrera earned a Master's degree in Assistive Technology and Rehabilitation Engineering from Cal State University, Northridge and a Bachelor of Science in Business Management from the University of Arizona. He enjoys spending time with his wife Marie of 25 years, family and friends. His hobbies include woodworking, leather crafting, and solving puzzles.

Jessica Jinn, Nominee to Westside Central Service Council

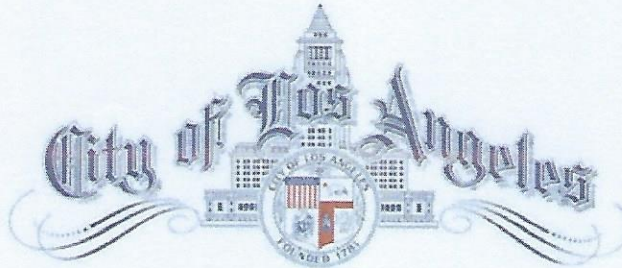


Jessica Jinn currently works as a climate advisor with the Natural Resources Defense Council, where she and works intimately with the City of Los Angeles on vehicle electrification and mobility projects. Prior to this, she was Communications Director at Asian Americans Advancing Justice – Los Angeles where she was in charge of developing advocacy and awareness-raising campaigns for issues relating to social justice and immigration. She previously worked extensively on electric vehicle planning and equity in roles with Renovate America and the Center for Sustainable Energy. Ms. Jinn graduated from NYU with a BS in Media, Culture, and

Communication, and received a Master's in economics and environmental policy from UC San Diego. She also serves as an Advisory Board Member for the Asian Pacific Islander Forward Movement.

APPOINTING AUTHORITY NOMINATION LETTERS

San Fernando Valley Service Council



ERIC GARCETTI
MAYOR

June 14, 2022

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as my recommendation to appoint Louis Herrera to serve as a representative on the San Fernando Valley Service Council for the term of July 1, 2022 - June 30, 2025. Mr. Herrera will fill the vacancy that will be created by Donald Weissman, who will be stepping down at the end of his term this month.

I certify that in my opinion, Mr. Herrera is qualified for the work that will devolve upon him, and that I make this nomination solely in the interest of the Los Angeles County Metropolitan Transportation Authority.

Please let me know if you need any additional information.

Sincerely,

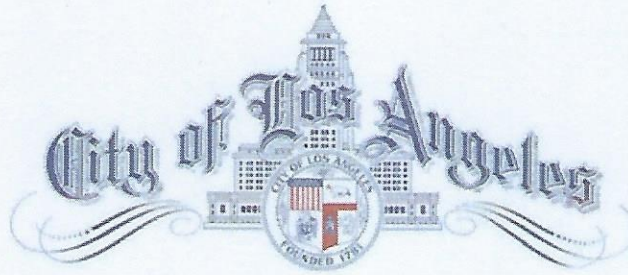
ERIC GARCETTI
Mayor

EG:tga

Attachment



Westside Central Service Council



ERIC GARCETTI
MAYOR

July 6, 2022

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as my recommendation to appoint Jessica Jinn to serve as a representative on the Westside-Central Service Council for the term of July 1, 2022 - June 30, 2025. Ms. Jinn will fill the vacancy that was created by Alfonso Directo, who stepped down at the end of his term on June 30, 2022.

I certify that in my opinion, Ms. Jinn is qualified for the work that will devolve upon her, and that I make this nomination solely in the interest of the Los Angeles County Metropolitan Transportation Authority.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Garcetti'.

ERIC GARCETTI
Mayor

EG:tga

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG





Board Report

File #: 2022-0323, File Type: Contract

Agenda Number: 36.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
AUGUST 18, 2022**

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE contract modifications for 4 existing Freeway Service Patrol (FSP) contracts in an aggregate amount of \$4,466,000 thereby increasing the contract amounts from \$4,816,957 to \$9,282,957 and extending the periods of performance for the following contracts:
 - Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$582,000 for up to 12 months, increasing the total contract amount from \$4,114,302 to \$4,696,302;
 - Beat 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$438,000 for up to 12 months, increasing the total contract amount from \$3,707,024 to \$4,145,024;
 - Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$438,000 for up to 12 months, increasing the total contract amount from \$3,526,231 to \$3,964,231; and
 - Beat 60: Freeway Towing, Inc. Contract No. FSP5768900B60, for \$3,008,000 for up to 24 months, increasing the total contract amount from \$5,255,700 to \$8,263,700.

- B. APPROVE a change in the beat cap policy to increase the number of FSP Light Duty (FSPLD) tow service beats that a vendor can be awarded from 2 to 4, establish a two beat cap limit for FSP Heavy Duty (FSPHD), and a one contract cap for FSP Regional (FSPR) (Regional contracts are comprised of multiple beats).

ISSUE

Recommendation A authorizes contract modifications in the aggregate amount of \$4,466,000 to extend existing FSP tow service contracts to ensure no gaps in service.

Recommendation B increases the maximum number of FSPLD beats a vendor may have under contract, from 2 to 4 beats. In the last 3 solicitations for FSPLD beats, there have not been sufficient responsive/responsible bidders to award all contracts offered. The change to the beat cap is expected to increase the number of FSPLD contracts awarded. Increasing the beat cap limit to 4 beats will allow current capped out FSPLD contractors to bid and make the process more competitive for contracts. The recommendation also establishes a beat cap limit for FSPHD and a contract cap for FSPR (as detailed below in "Discussion").

BACKGROUND

As previously reported to the Board, during the early stages of the pandemic the worst congestion in the world had disappeared in a matter of weeks resulting in a reduction in FSP service levels. In late 2021, congestion started to return as people resumed their normal activities such as commuting to and from work. Except for a short period in January and February (spike in Covid-19 cases), congestion has steadily increased with a return to full (pre-pandemic) service levels as of May 1, 2022.

The FSP program is managed in partnership with Metro, CHP and Caltrans serving motorists on all major freeways in Los Angeles County. Metro's FSP program is the largest of its kind in the nation and maintains the highest level of benefit to cost ratio of all 14 FSP programs within California.

The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently rendering disabled vehicles operational by changing out flat tires, providing a jump start, adding water to the radiator, taping leaking hoses, or by quickly towing those vehicles from the freeway to a designated safe location. These services are free to motorists. Quickly removing motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic through the provision of free services to motorists and operates seven days a week during peak commuting hours.

Metro contracts with independent tow service providers for light duty tow service on general purpose lanes on all major freeways in Los Angeles County, 2 light duty contracts on the ExpressLanes (I-110 and I-10), and 2 heavy duty (Big Rig) contracts (I-710 and SR-91) to assist large commercial vehicles. Each weekday, 138 tow and service trucks are normally deployed during peak commuting hours.

FSP light duty contracts are re-procured approximately every 4 years to replace aging vehicles, give tow service providers the opportunity to bid on new contracts, and allow new contracts to reset rates using current industry prices.

The annual benefit of the program is as follows:

- For individual beats, an annual Benefit to Cost Ratio of 9:1 - For every \$1 spent there is a \$9 benefit to motorists

- 300,000 motorist assists
- 5,175,845 hours motorists saved from sitting in traffic
- 8,897,277 gallons of fuel savings
- Approximately 78,296,040 kg of CO2 reductions
- The average motorist wait time for FSP service is 7 minutes (the average wait time for other roadside service is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state.

DISCUSSION

The past 3 solicitations for FSP contracts have not resulted in a sufficient number of responsive/responsible bidders to award all contracts. Staff have held Metro Connect outreach events, attended tow industry events, and visited/called local tow operators to attract new bidders. Unfortunately, to date, these efforts have not produced significant interest in the program culminating in a recent cancellation of an IFB for eleven FSPLD beats. Additional outreach events will be held prior to the release of a subsequent IFB in September. Staff expects to return to the Board at the appropriate time for authorization to award new contracts.

Recommendation A requests funding to extend periods of performance for three Beats (24, 29, & 42) to avoid a gap in service provision. Authorizing contract modifications will ensure seamless and efficient operation of the FSP program until a new solicitation and contract award have been completed. It will also provide funds to address operating costs not recovered by contractors due to the reduction in service levels, increased insurance premiums, major maintenance expenses, fluctuating fuel prices, and to replenish funding to contracts that provide support to Caltrans construction projects through a Cooperative Agreement which reimburses Metro for FSP support.

Recommendation A will also increase funding and extend the period of performance for the Beat 60 FSPHD contract. Extending the contract for 24 months allows Metro to continue to provide the service using the existing high-cost/long-life vehicles that were underutilized for 2 years during the pandemic due to service reductions. The alternative is to allow the contract to expire and procure a new contract at potentially much higher hourly rates. Heavy duty tow trucks cost upwards of \$750k and can operate effectively for over 1 million miles.

On September 1, 2001, the Board approved two recommendations; A) Reducing the beat cap policy from 3 beats to 2 beats and B) Placing a temporary restriction on the number of beats a bidder can be awarded, without previous FSP experience in Los Angeles County, to one beat. Staff initiated these recommendations in response to a contractor with 3 beats defaulting and creating a significant service gap until the beats could be reprocured. Although there is always a risk of contractors defaulting, the risk is much lower now considering the higher value of FSP contracts, how the bidders are scrutinized during the solicitation process, and active program management to identify potential issues. Increasing the number of beats a contractor may operate from 2 to 4, as outlined in Recommendation B, will increase the number of available bidders for FSPLD contracts. The reason for increasing the beat cap to 4 versus 3 beats is so bidders with experience can bid on the 2 beat contracts that will be offered in the subsequent solicitation.

To further reduce program costs, staff have consolidated 2 beats into a single contract. Normally a single beat contract requires 1 backup truck to fill in when there are vehicle issues. However, by consolidating 2 beats into a single contract, it is possible to eliminate one of the backup trucks at a saving of approximately \$140,000. The recommendation will also establish a beat cap limit of 2 for FSPHD and a contract cap limit of 1 for FSPR. If the Board approves the recommendation, the combination of existing contracts and new awarded contracts may create a temporary overlap situation for several months where a contractor may exceed the program's beat/contract limits. At that time, staff will establish a reasonable contract overlap period on a case-by-case basis. Considering these factors, staff supports increasing the number of FSPLD beats a contractor with experience can operate from 2 beats to 4 beats, establishing a two-beat limit for FSPHD and a 1 contract limit for FSPR, while still placing a limitation on bidders/proposers without specific FSP experience to assure their ability to provide services consistent with Metro requirements through their initial contract.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents and removing debris/obstacles from lanes that can be a hazard to motorists.

FINANCIAL IMPACT

The amount of \$4,466,000 for the modifications is included in the FY23 budget in cost center 3352, Metro Freeway Service Patrol.

Impact to Budget

The FSP program is funded through a combination of dedicated state funds, SB1 funding and Proposition C 25% sales tax revenues. These funds are not eligible for Metro Bus and Rail Operating and Capital expenses. Metro is also reimbursed for the services provided to support Caltrans construction projects.

EQUITY PLATFORM

DEOD has implemented a two-phased Small Business Recruitment Strategy to increase the number of SBE/DVBE certified vendors specific to the towing industry and tow service providers. Through DEOD's Metro Connect Outreach Program), Congestion Reduction's Project Management and Contract Administration staff have scheduled separate pre-solicitation outreach events targeting untapped SBE, DVBE, and DBE-eligible firms within specific North American Industry Classification System (NAICS) codes. In addition, FSP program management staff will continue to outreach to the towing community by attending the annual tow show sponsored by the California Tow Truck Association, contact local towing firms via phone or in person, and reach out to former FSP tow contractors.

FSP contracts have continued to support Metro's Equity Platform by providing ever-increasing access to opportunities across various service areas. With three of four beats awarded to SBE Prime Contractors, the participation levels for the Small Business Enterprise program are significant with 100% credit captured for these contracts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FSP Program aligns with Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The program mitigates congestion on all major freeways in Los Angeles County.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the increase in contract modifications and/or the changes to the beat/contract limit policy. This alternative is not recommended as it could adversely impact the existing contracts and the level and quality of FSP service provided in Los Angeles County.

NEXT STEPS

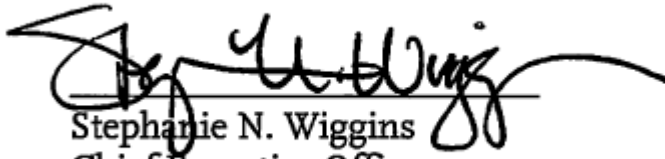
Upon Board approval, staff will execute the necessary contract modifications to assure efficient and seamless delivery of the FSP program and implement the new beat/contract limits policy. Staff will work on new procurements to address needs beyond FY23. Barring additional unforeseen impacts, staff will return to the Board at the appropriate time to secure approval for new contracts with services to commence in June 2023.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - FSP Beat Map
- Attachment E - DEOD Summary

Prepared by: John Takahashi, Senior Highway Operations Manager, (213) 418-3271
Mark Linsenmayer, DEO, (213) 922-5569
Debra Avila Deputy Chief, Vendor/Contract Management, (213)
418-3051
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility
(213) 922-3061

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

1.	Contract Number: Various, See Attachment B		
2.	Contractor: Various, See Attachment B		
3.	Mod. Work Description: General Redeployment Support, Caltrans Construction, Special Event Support, Service Coverage		
4.	Contract Work Description: Freeway Service Patrol		
5.	The following data is current as of: July 7, 2022		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	Various	Contract Award Amount: Various, See Attachment B
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: Various, See Attachment B
	Original Complete Date:	N/A	Pending Modifications (including this action): Various, See Attachment C
	Current Est. Complete Date:	Various	Current Contract Value (with this action): Various, See Attachment C
7.	Contract Administrator: DeValory Donahue		Telephone Number: (213)-922-4726
8.	Project Manager: John Takahashi		Telephone Number: (213) 418-3271

A. Procurement Background

This Board Action is to approve Contract Modification Authority (CMA) increases for multiple firm-fixed unit rate contracts (see Attachment B-Contract Modification Authority Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) program.

The proposed CMA increase for 4 FSP general purpose lanes and ExpressLane contracts in the amount of \$4,466,000 will allow required towing services for the FSP program to continue and extend the period of performance so as to support unanticipated events, redeployment, and support during freeway construction work, and service delivery until new contracts are established.

Attachment B - Contract Modification Authority Summary shows the list of contracts that require an increase in CMA.

Attachment C - Contract Modification/Change Order Log shows that modifications have been issued to date and no contract modifications are currently in negotiations or pending.

B. Cost

Contract modifications that are required in the future will be deemed fair and reasonable prior to execution.

**ATTACHMENT B
CONTRACT MODIFICATION SUMMARY
METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES**

Beat	Contractor	Contract No.	Original Contract Value	Approved Increases	Current Contract Value	Requested Increase	Revised Contract Value
24	T.G. Towing, Inc.	FSP2833200FSP1424	\$1,753,911.00	\$2,360,391.00	\$4,114,302.00	\$582,000.00	\$4,696,302.00
29	Platinum Tow & Transport, Inc.	FSP3470600B29	\$3,012,024.00	\$695,000.00	\$3,707,024.00	\$438,000.00	\$4,145,024.00
42	Platinum Tow & Transport, Inc.	FSP2842100FSP1442	\$1,765,665.00	\$1,760,566.00	\$3,526,231.00	\$438,000.00	\$3,964,231.00
60	Freeway Towing, Inc.	FSP5768900B60	\$5,255,700.00	\$0.00	\$5,255,700.00	\$3,008,000.00	\$8,263,700.00
Totals			\$11,787,300.00	\$4,815,957.00	\$16,603,257.00	\$4,466,000.00	\$21,069,257.00

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

**METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES**

CONTRACT No. FSP2833200FSP14-24

BEAT No. 24

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	5/26/2018	\$0.00
2	Period of Performance	Approved	8/28/2018	\$0.00
3	Period of Performance	Approved	10/23/2018	\$175,391.00
4	Add Funding and Period of Performance	Approved	12/13/2018	\$330,000.00
5	Period of Performance	Approved	8/30/2019	\$0.00
6	Period of Performance	Approved	9/27/2019	\$0.00
7	Period of Performance	Approved	10/31/2019	\$0.00
8	Period of Performance	Approved	11/27/2019	\$0.00
9	Add Funding and Period of Performance	Approved	12/6/2019	\$275,000.00
10	Service Reduction	Approved	4/3/2020	0.00
11	Add Funding and Period of Performance	Approved	5/12/2020	\$580,000.00
12	Add Funding and Period of Performance	Approved	11/6/2020	\$410,000.00
13	Add Funding and Period of Performance	Approved	7/1/2021	\$130,000.00
14	Add Funding and Period of Performance	Approved	2/9/2022	\$460,000.00
	Modification Total:			\$2,360,391.00
	Original Contract:			\$1,753,911 .00
	Total:			\$4,114,302 .00

CONTRACT No. FSP3470600B29

BEAT No. 29

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Period of Performance	Approved	4/17/2020	\$0.00
3	Service Reduction	Approved	7/2/2020	\$0.00
4	Add Funding and Period of Performance	Approved	11/17/2020	\$170,000.00
5	Add Funding and Period of Performance	Approved	7/1/2021	\$175,000.00
6	Period of Performance	Approved	3/3/2022	\$350,000.00
7	Period of Performance	Approved	4/20/2022	\$0.00
	Modification Total:			\$695,000.00
	Original Contract:			\$3,012,024.00
	Total:			\$3,707,024.00

CONTRACT No. FSP2842100FSP14-42

BEAT No. 42

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	7/10/2018	\$0.00
2	Add Funding and Period of Performance	Approved	10/23/2018	\$175,566.00
3	Add Funding and Period of Performance	Approved	7/25/2019	\$585,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Add Funding and Period of Performance	Approved	7/31/2020	\$100,000.00
6	Add Funding and Period of Performance	Approved	11/17/2020	\$345,000.00
7	Add Funding and Period of Performance	Approved	7/1/2021	\$205,000.00
8	Add Funding and Period of Performance	Approved	3/3/2022	\$350,000.00
9	Service Increase	Approved	4/20/2022	\$0.00

	Modification Total:			\$1,760,566.00
	Original Contract:			\$1,765,665.00
	Total:			\$3,526,231.00

CONTRACT No. FSP5768900B60

BEAT No. 60

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Period of Performance	Approved	3/30/2022	\$0.00
	Modification Total:			\$0.00
	Original Contract:			\$5,255,700.00
	Total:			\$5,255,700.00

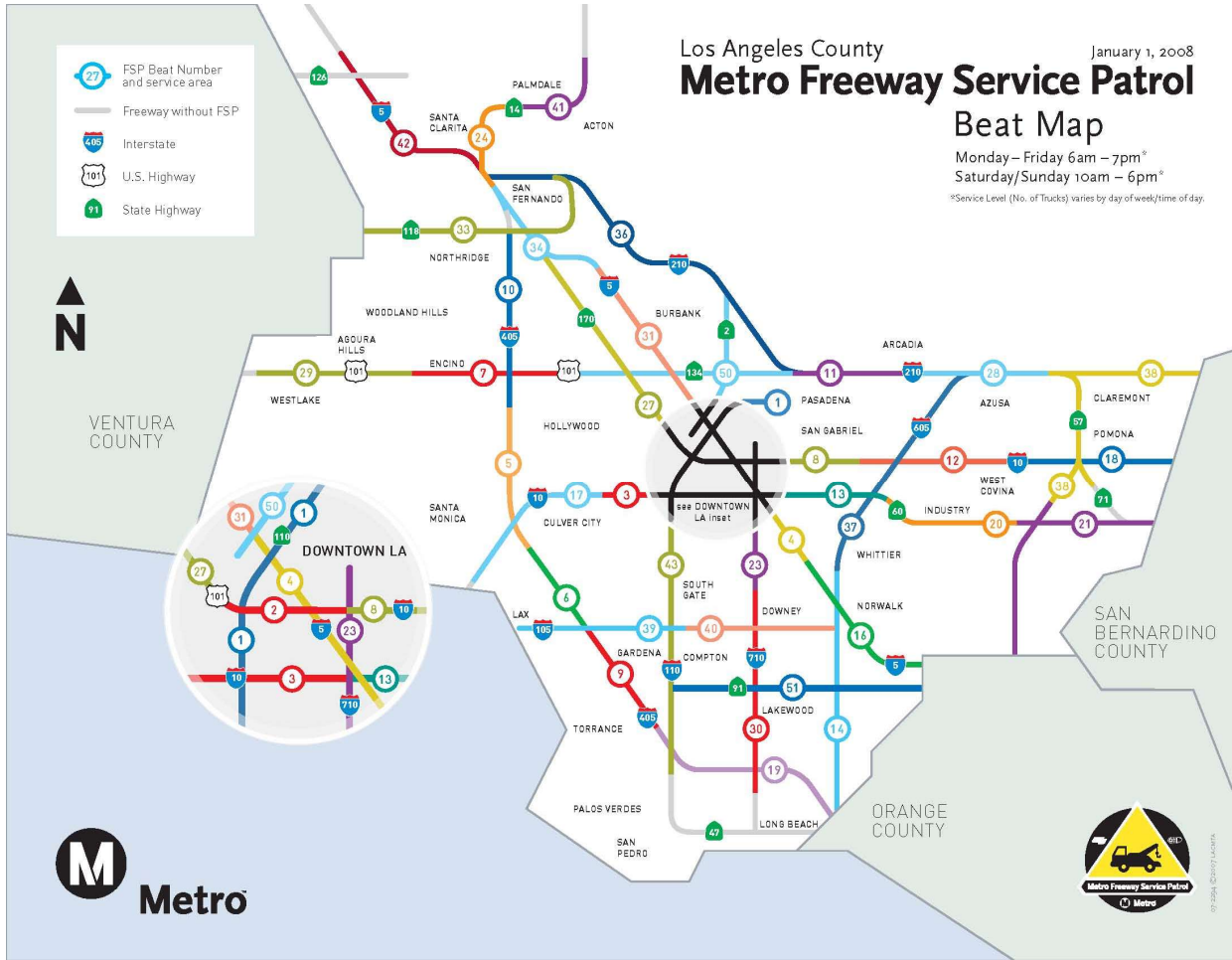
Attachment D

Los Angeles County Metro Freeway Service Patrol Beat Map

January 1, 2008

Monday – Friday 6am – 7pm*
Saturday/Sunday 10am – 6pm*

*Service Level (No. of Trucks) varies by day of week/time of day.



DEOD SUMMARY

METRO FREEWAY SERVICES PATROL/VARIOUS BEATS

A. Small Business Participation (Modification)

Contractors made Small Business Enterprise (SBE) commitments on four (4) FSP contracts included in this modification, three (3) of which are meeting their SBE commitment(s) and three (3) of which are SBE Primes. On the remaining beat, the Contractor made a Small Business Enterprise (SBE) and Disabled Veterans Business Enterprise commitment.

Freeway, Towing (Freeway), the FSP Contractor for Beat 60, made a 7.23% SBE and 3.42% DVBE commitment. Based on payments, the contract is 74% complete and the current SBE participation is 5.65%, representing a shortfall of 1.58% and the current DVBE participation is 4.65%, exceeding the DVBE commitment by 1.45%. Freeway contends that the shortfall is the result of decreased service requests due to the pandemic. However, Freeway indicated in the coming months, they will be servicing their trucks through Casanova Towing Equipment, Inc., an SBE, which will increase SBE participation. Additionally, Metro's Project Manager worked closely with DEOD in reviewing corrective action plans submitted by Freeway and confirm that proposed service increases to pre-pandemic levels should significantly improve small business participation.

Notwithstanding, Metro Project Managers and Contract Administrators will continue to meet bi-monthly with DEOD and the FSP Contractors in shortfall to review participation levels and ensure that they are on target to meet or exceed their SBE/DVBE commitments.

Beat 24 – T.G. Towing, Inc.

	SBE Contractor(s)	% Commitment	% Participation
1.	T. G. Towing, Inc. (SBE Prime)	100%	100%
	Total	100%	100%

Beats 29 and 42 – Platinum Tow & Transport

	SBE Contractor(s)	% Commitment	% Participation
1.	Platinum Tow & Transport (SBE Prime)	100%	100%
	Total	100%	100%

Beat 60 – Freeway Towing, Inc.

	SBE Contractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment, Inc.	6.79%	5.17%
2.	Manatek Commercial Insurance Services, Inc.	0.44%	0.48%
	Total	7.23%	5.65%

	DVBE Subcontractor(s)	% Commitment	% Participation
1.	Oasis Fuels, Inc.	3.42%	4.87%
	Total	3.42%	4.87%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$22.67 per hour (\$17.00 base + \$5.67 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



File #: 2022-0419, File Type: Oral Report / Presentation

Agenda Number: 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
AUGUST 18, 2022**

SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

RECOMMENDATION

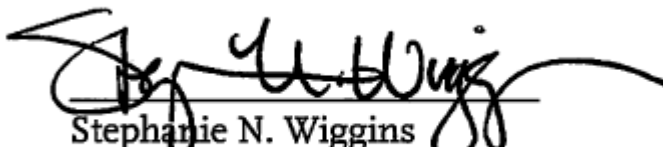
RECOGNIZE Operations Employees of the Month.

Equity Platform

Employee of the Month (EOM) nominations to the Chief Operations Officer must be for frontline employees or field supervisors serving in a customer-facing role. Operations management is encouraged to nominate employees that have achieved excellence and/or gone above and beyond their assigned job role/functions and are diverse in both gender and ethnicity. In addition, a review of the location, job responsibilities, and seniority is considered when making final selections to ensure there is diverse representation among the various groups within the department. Operations also work with Logistics, which nominates employees once a quarter that works in our storerooms.

Prepared by: Nancy Saravia, Director Finance and Admin Management Services, Operations Administration, (213) 922-1217

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

August

Operations Employees of the Month & Logistics Employee of the Quarter



Metro

Operations, Safety, and Customer Experience Committee

August 18, 2022

Employees of the Month & Logistics Employee of the Quarter



Transportation

Bus Operator

William Lee



Maintenance

Service Attendant Leader

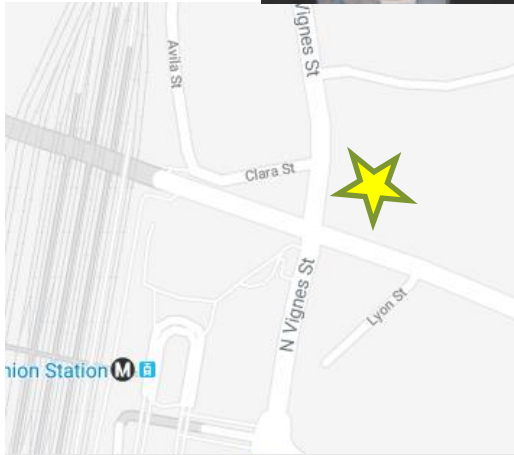
Glenda Hawkins



Logistics

Storekeeper

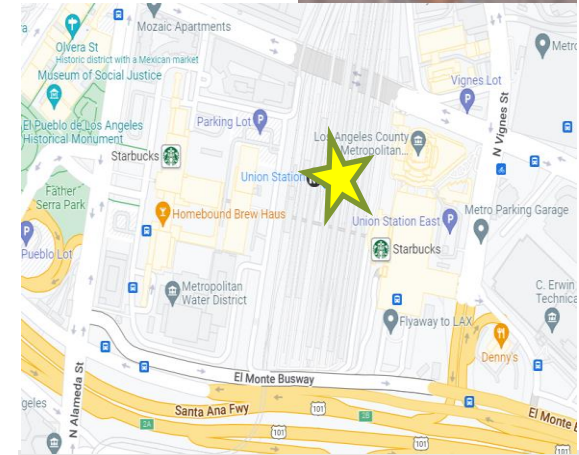
Rudy Melendez



Division 13 – Los Angeles



Division 8 – Chatsworth



Gateway – Los Angeles



File #: 2022-0420, File Type: Oral Report / Presentation

Agenda Number: 38.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
AUGUST 18, 2022**

SUBJECT: ORAL REPORT ON OPERATIONS AND SERVICE RESTORATION UPDATE

RECOMMENDATION

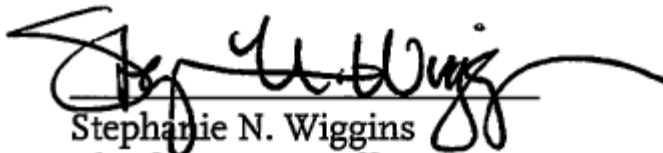
RECEIVE oral report on Operations service restoration, ridership, hiring, and retention.

Equity Platform

Operations will collaborate with the Office of Equity and Race to identify and mitigate any concerns to ensure equitable outcomes relative to service.

Prepared by: Nancy Saravia, Director Finance and Admin Management Services, Operations Administration, (213) 922-1217

Reviewed by: Conan Cheung, Chief Operations Officer
(213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

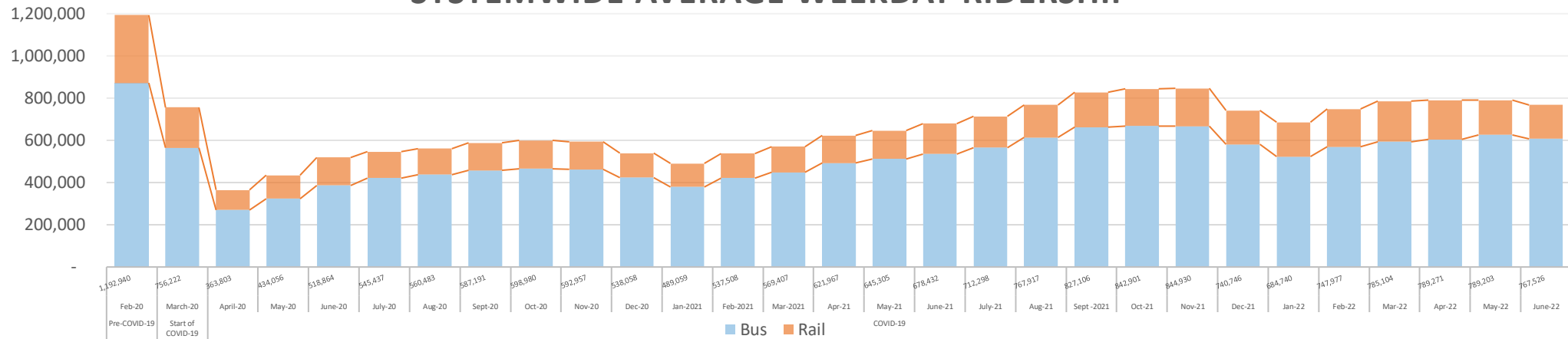
COO Oral Report Operations Ridership and Service Restoration Update



Status of Conditions for Service Restoration and Metro Bus Service Levels

	GOAL	STATUS February 2022	STATUS June 2022	● ● ●
Operator COVID Cases	30 or less per month	459 Jan 2022 (month)	104 June 2022 (month)	●
Operator Staffing Level	Bus: 3,667 / Rail: 326 Total: 4,003	Bus: 3,095 / Rail: 310 Total: 3,405	Bus: 3,107* / Rail: 322 Total: 3,429	●
Cancelled Service	2.00% or less per day	Weekday: 11% / Sat: 8% / Sun 20%	Weekday: 2.6% / Sat: 3.9% / Sun: 8.8%	●
Ordered Call Backs	200 or less per week	766 (per week in Jan 2022)	499	●

SYSTEMWIDE AVERAGE WEEKDAY RIDERSHIP



	Pre-COVID-19	Start of COVID-19	COVID-19																										
	Feb-20	Mar-20	April-20	May-20	June-20	July-20	Aug-20	Sept-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	June-22
TOTAL	1,192,940	756,222	363,803	434,056	518,864	545,437	560,483	587,191	598,980	592,957	538,058	489,059	537,508	569,407	621,967	645,305	678,432	712,298	767,917	827,106	842,901	844,930	740,746	684,740	747,977	785,104	789,271	789,203	767,526

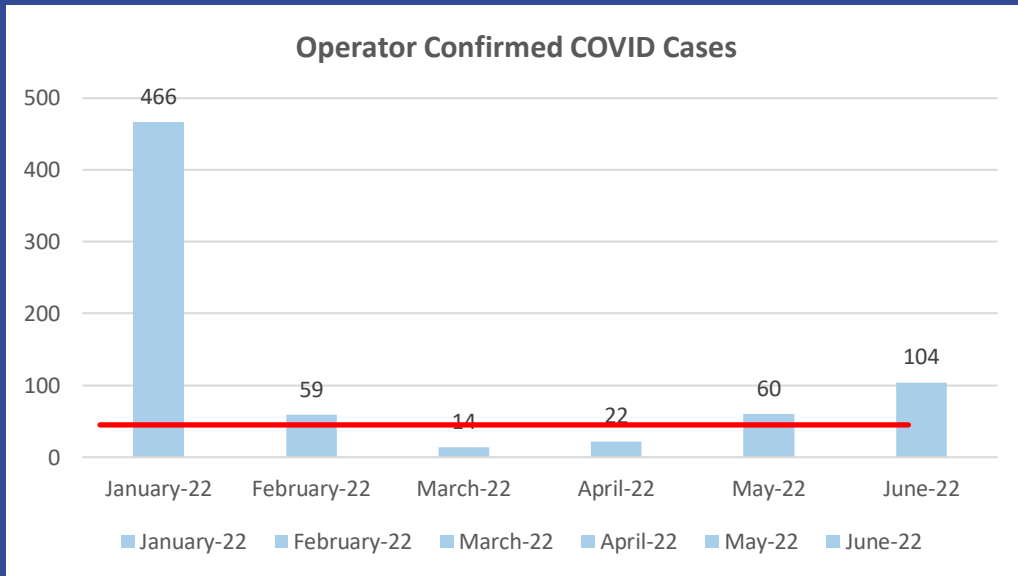


Metro

Ridership Analysis Relative to Equity Focused Communities (EFC analysis will switch to 2022 EFC map for Sept Oral Report):

- Bus: Percent of all weekday bus activity occurring within Equity Focus Communities increased from 73% in Oct 2019 to 76.3% in May 2022 (bus stop data available month to month)
- Rail: Percent of all weekday rail activity occurring within Equity Focus Communities increased from 51.7% to 59.9% from FY19 to FY21 (rail station data available Fiscal Year level)

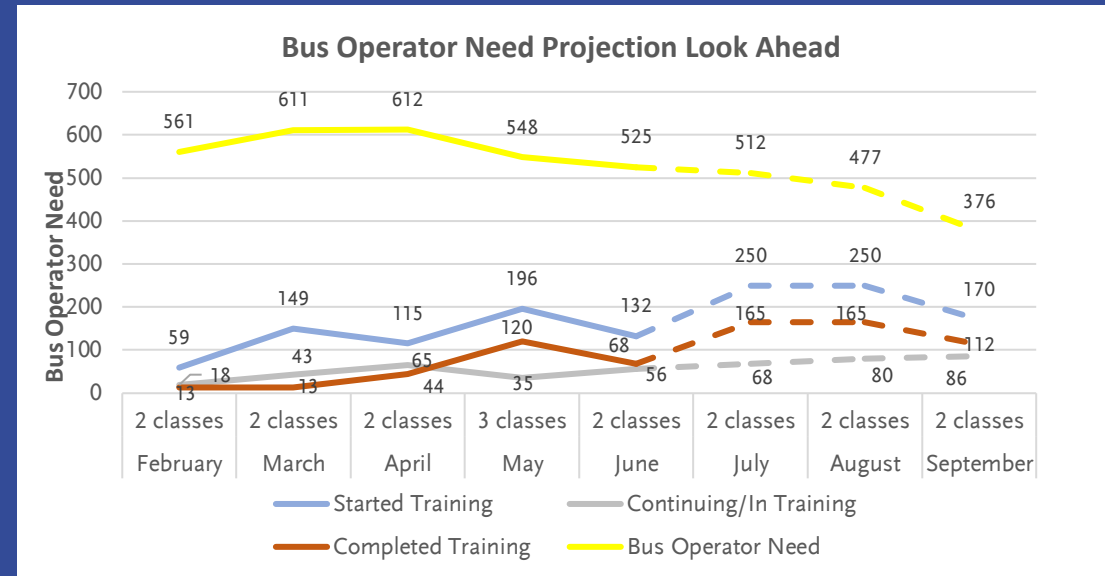
Operator COVID Status



Goal

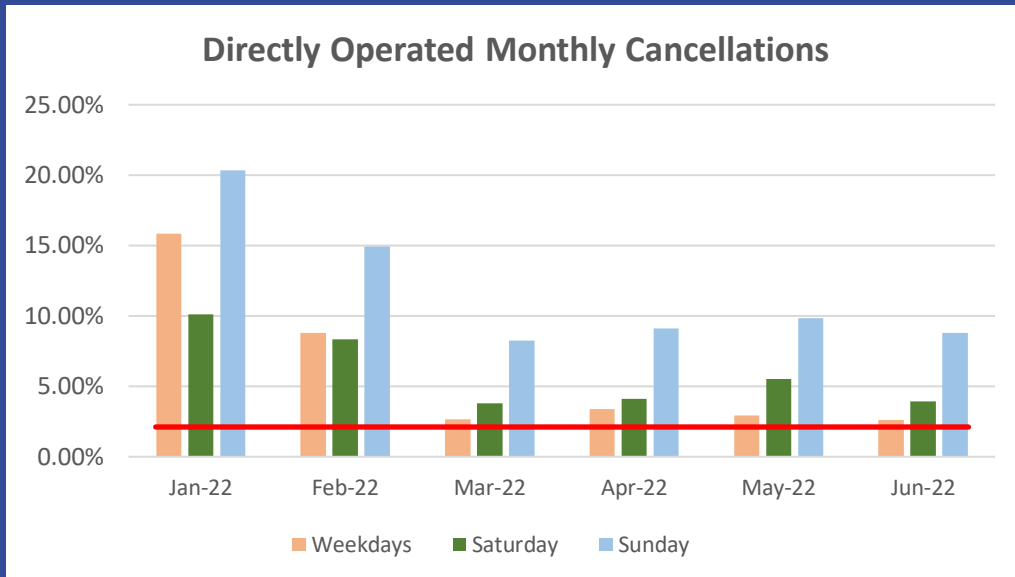
- Goal: no more than 30 new COVID cases per month for operators
- June 2022 total: 104 operator cases

Operator Staffing Levels



- Bus Operator 8-week training classes are at 66% completion rate
- As of June 2022, there were 188 employees in training (132 started and 56 continuing in training) and another 68 completed training

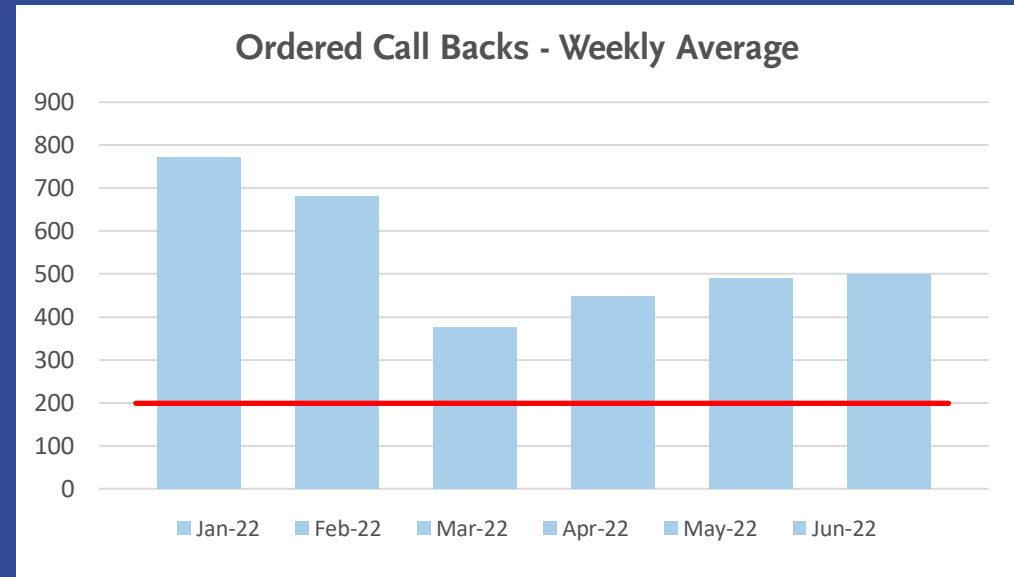
Cancelled Service



Goal

- Goal: No more than 2.00% systemwide bus service cancellations
- June averages:
 - 2.6% Weekday (compared to 10.00% in January 2022)
 - 3.9% Saturday (compared to 10.00% in January 2022)
 - 8.8% Sunday (compared to 13.00% in January 2022)

Ordered Callbacks



- Goal: No more than 200 mandatory (ordered) call backs per week systemwide
- February 2022 ordered call back average: 681
- Ordered call backs for June 2022: 499



Metro

Recruitment Efforts- New Streamed Lined Process

Hiring Initiatives

- Hiring Events on June 25th and July 23rd, yielded 163 and 147 conditional offers, respectively
- Piloted Spark Hire as of July 8th, a video interview platform, in addition to traditional interview methods (i.e. phone or in-person), to streamline the Bus Operator interview process
- Upcoming In-Person Hiring Event scheduled on August 27th, 2022, at LA Valley College

Continue Employee Engagement, Incentives, and Hiring Programs

- ✓ Weekend Rewards
- ✓ New Hire Sign-On Bonus
- ✓ Employee Referral Programs

Retention Initiatives

- ✓ Service Planning and Scheduling Comprehensive Review of Upcoming Service Changes with Bus Operators
- ✓ Review of Bus Operator Safety Barrier Design for Improved Safety
- ✓ Launched Bus Operator Bystander Training and Respect the Ride Campaign for Improved Safety
- ✓ Re-launched Splitting the Headway Training for Improved Line Instruction at OCI
- ✓ Development of Management/Director and Welcome Metro Graduates! Program - Includes Line Instructor Mentorship Component
- ✓ Continuation of In-Person Quarterly Metro HQ Executive Visits to Divisions for Improved Bus Operator/Management Communication
- ✓ Multiple Operator Recognition Programs at Home Divisions
- ✓ Launch of September 2022 Social Events at Divisions
- ✓ Metro Rodeo Planned Activities – Bus Rodeo October 22, 2022 and Rail Rodeo November 5, 2022



Board Report

File #: 2022-0486, **File Type:** Informational Report

Agenda Number: 39.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
AUGUST 18, 2022**

SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Public Safety Report.

ISSUE

Metro's main priority is to provide a safe experience for riders and a safe work environment for employees. As noted in the 2021 Public Safety Survey, safety is a top concern for riders - about four-in-ten respondents who have reduced their Metro ridership cited their safety (not related to COVID) as a reason. As a result, the Chief Safety Office is researching, listening, and reassessing current safety programs, and launching new safety initiatives. This report provides a status update on these public safety initiatives.

BACKGROUND

Metro's mission is to provide high-quality, courteous security across all Metro services and facilities so that every rider feels and is safe while using the Metro system. Metro has implemented several initiatives aimed at educating people of all ages on how to safely ride public transportation, as well as providing riders with the tools to report crime and foster an environment where they are empowered to look out for themselves and each other. Additionally, the Chief Safety Office has partnered with contracted law enforcement agencies to ensure there are community outreach events across all law enforcement jurisdictions. This is so that the riding public may familiarize themselves with the individuals that keep them safe. Finally, the Chief Safety Office continues to incorporate information from surveys, customer complaints, and physical security assessments, amongst others, to analyze a wide array of safety-related issues. Using this information, the Chief Safety Office formulates solutions to problems, anticipates future issues, and develops programs and initiatives for areas needing improvement.

DISCUSSION

The Chief Safety Office is responsible for the strategic and cohesive deployment of Transit Security, private security, and law enforcement personnel. Through their collaboration, they focus on increasing their presence in the system, protecting Metro riders, employees, and infrastructure, and

conducting fare and code enforcement. Furthermore, the Chief Safety Office oversees safety programs and tools such as the *Respect the Ride* campaign, the Transit Watch app, the Public Safety Advisory Committee, and other efforts that are responsive to the security needs of riders and employees. The following initiatives outline the status of existing programs and the research efforts for new initiatives.

METRO TRANSIT SECURITY (MTS)

Quality Service Audits

For May, MTS completed three (3) Quality Service Audits. MTS Supervisors randomly contacted two (2) external partners and one (1) patron to gain feedback on the performance of our officers. The following are the questions and the ratings from those surveyed.

Performance Category	Greatly exceeded expectations	Exceeded expectations	Met expectations	Needs improvement	Unacceptable
How would you describe the quality of service provided by the Metro Transit Security Officer?	1	-	-	2	-
How would you describe the friendliness/politeness of the Transit Security Officer?	-	1	2	-	-
How knowledgeable did the Transit Security Officer appear in his/her job?	-	1	2	-	-

For June, MTS completed seven (7) Quality Service Audits. MTS Supervisors randomly contacted two (2) internal partners and five (5) patrons to gain feedback on the performance of our officers. The following are the questions and the ratings from those surveyed. (Note that one QSA was submitted without ratings from the patron.)

Performance Category	Greatly exceeded expectations	Exceeded expectations	Met expectations	Needs improvement	Unacceptable
How would you describe the quality of service provided by the Metro Transit Security Officer?	1	5	-	-	-
How would you describe the friendliness/politeness of the Transit Security Officer?	1	5	-	-	-
How knowledgeable did the Transit Security Officer appear in his/her job?	1	5	-	-	-

Calls for Service

For May, Transit Security received 593 calls for service, of which 496 (84%) Transit Security

responded to. For June, Transit Security received 491 calls for service, of which 361 (74%) Transit Security responded to. Note, calls that Transit Security didn't respond to 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. The following is a breakdown of the call categories and response times.

Service Type	June 2022		May 2022		April 2022	
	MTS Calls Responded	Average Response Time	MTS Calls Responded	Average Response Time	MTS Calls Responded	Average Response Time
Routine	250	14 minutes	437	12 minutes	293	7 minutes
Priority	110	12 minutes	59	6 minutes	218	9 minutes
High Priority	1	3 minutes	0	n/a	0	n/a

LAW ENFORCEMENT

Our law enforcement partners, LAPD, LBPD, and LASD, work in tandem with Transit Security. Their primary duties are to support Transit Security in situations where it rises to a level of a crime. Furthermore, they lead special task forces to combat repeated crimes such as copper theft and station damage.

Law Enforcement Contract Compliance

SSLE continues 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 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 enforcement deployment documents to verify that Officers/Deputies are tapping at turnstiles and/or readers. After performing a TAP data quality assurance report from late April to late May 2022, it was determined that all contracted law enforcement partners were tapping their Metro-issued badges and securing their assignments across the system.

Law Enforcement Highlights

Below are some highlights of our law enforcement partners' hard work in July on the Metro system.

On July 18, 2022, while conducting train rides at the L Line Duarte Station, LASD's Community Enhancement Team Deputies arrested a suspect wanted for grand theft person and attempted robbery. The suspect committed the crimes onboard the L Line trains on June 25, 2022, and July 8, 2022. Both crimes were captured on CCTV footage, and lookout bulletins depicting the suspect were issued to Transit Services Bureau (TSB) deputies. As a result, the Deputies detained the suspect and positively identified him as the suspect who committed both crimes.

On July 24, 2022, LAPD officers assigned to a fixed post at the Westlake/ MacArthur Park Station observed a male unconscious and not breathing. The officers requested a rescue ambulance and began administering CPR. The partner officer administered NARCAN, which was effective. The

subject started breathing independently and was treated at the scene by LAFD and later transported to the Good Samaritan Hospital.

PRIVATE SECURITY

Private security guards are a great asset to Metro's public ecosystem as they can provide a presence where and when Transit Security officers are limited. Their primary focus is to protect secured areas at stations and private property at Divisions.

Currently, they are aiding the *Respect the Ride* campaign by roving station platforms in efforts to mitigate loitering, observing, and reporting.

OPERATIONS SAFETY PROGRAMS

Respect the Ride Campaign

Since the program's launch in April, Metro continues to seek ways to help improve riders' transit experience. For example, in May, the program's Street Teams roamed around the stations and distributed 18,500 masks to assist riders in protecting themselves from COVID-19. Efforts like the one mentioned above help improve riders' perception of safety and create an opportunity for our patrons to engage with our staff. On July 11th, the campaign expanded to Universal City while maintaining a presence at Union Station, 7th & Metro, and North Hollywood.

As mentioned in last month's report, Metro conducted a *Respect the Ride* survey to collect campaign feedback and gain insight into the effectiveness of the newly launched efforts. The following are highlights of the survey results:

- About 52% of the respondents saw Metro personnel helping riders purchase or use TAP cards.
- Over 50% of survey respondents agree that Metro security and/or law enforcement staff is helpful and courteous.
- Over 50% of the respondents were aware of the *Respect the Ride* efforts.
- More than 50% of survey respondents agree that clean stations make them feel safer.
- About 25% of the survey respondents strongly disagree when asked if they feel secure at Metro train stations.

Staff is reviewing the survey results and modifying the program to ensure it continues to meet riders' needs.

Fare Enforcement Mystery Rider Program

Metro's Office of Civil Rights established the Fare Enforcement Mystery Rider Program in December 2021. The Mystery Rider Program verifies that Metro employees are conducting fare enforcement activity in a non-discriminatory manner and that Metro's law enforcement partners are not conducting fare enforcement. Mystery Riders are diverse in gender and racial/ethnic background. To date, Mystery Riders have made over 11,735 observations, with no patterns of discriminatory enforcement being noted. Moving forward, SSLE will incorporate OCR's Mystery Rider data into the monthly

public safety update to the Board.

Bus/Rail Operator Assaults and Bus Boardings

In May, there were a total of nine (9) assaults on bus/rail operators, with seven (7) assaults occurring in LAPD's jurisdiction and two (2) assaults occurring in LASD's jurisdiction. Furthermore, there were 14,684 bus boardings by LAPD officers and 4,398 bus boardings by LASD deputies on various routes throughout the system.

In June, there were a total of fourteen (14) assaults on bus/rail operators, with twelve (12) assaults occurring in LAPD's jurisdiction and two (2) assaults occurring in LASD's jurisdiction. Furthermore, there were 11,194 bus boardings by LAPD officers and 4,284 bus boardings by LASD deputies on various routes throughout the system.

LASD's Special Assignment Unit (SAU): Bus Saturation Operation

A pilot SAU Bus Saturation Operation was launched to decrease operator assaults and increase safety perception. It began on April 25, 2022, and it involves deploying deputies on the bus lines with the highest instances of violence committed against operators.

Bus Operator Focus Group Feedback

In partnership with Operations, SSLE attended Bus Operator Focus Group sessions to hear first-hand safety concerns and operator feedback. Bus Operators across all Divisions made the following concerns/comments regarding safety/security:

- Operators want a greater presence of law enforcement/security on the bus system, particularly after 3 pm into the late-night owl service when they feel the least safe.
- Operators want officers to have more interaction with them, walk through the bus, and exit through the rear door.
- Operators consistently feel unsafe from passenger confrontation. Operators would like personal safety training so they can defend themselves from attack.
- Operators want law enforcement to ride the bus for a few stops. Previously, LASD had a Deputy riding the bus for a few stops while another Deputy followed in a patrol vehicle.
- Metro needs to establish a zero-tolerance policy for abusive behavior against Operators and there needs to be a "Respect the Operator" type campaign that lets people know there are serious consequences for verbally or physically assaulting an Operator.
- Operators want a fully enclosed barrier that doesn't allow for any contact from riders.

In response to this feedback and aligning with the CEO's goal of increasing operator safety, the Chief Safety Office will deploy 50% of its officers during night service on the Metro system. Our staff is currently developing a deployment model to realign resources and a date for implementation.

EMERGENCY MANAGEMENT

Emergency Operations Center Activation

On July 19, 2022, in support of the Major League Baseball (MLB) All-Star Game, the Emergency Operations Center (EOC) was activated at a Level 2 (partial activation) to support Operations, Transit Security, and local and federal law enforcement during the evening event. The EOC conducted regular briefings with internal and external stakeholders on rail ridership, bus shuttling activities, and law enforcement/security deployments to ensure a safe traveling experience for visiting fans and our daily patrons. In addition, the EOC provided situational awareness updates to all engaged Metro departments and external agencies via periodic dissemination of Situation Report(s). There were no significant safety/security issues to report.

COMMUNITY ENGAGEMENT

Public Safety Advisory Committee

From June through July 2022, PSAC held four (4) general meetings, four (4) ad-hoc subcommittee meetings, and two (2) working sessions. In these meetings, the following recommendations were developed: PSAC’s Vision of Metro’s Public Safety Ecosystem (Attachment E), Place-Based Implementation Strategy (Attachment F), Future Recruitment & Outreach (Attachment G), and Metro’s Community Engagement on Public Safety Topics (Attachment H).

EQUITY PLATFORM

The random Quality Service Audits (QSA) provide a key assessment tool to help measure and enhance customers’ 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. Spanish language forms are utilized to increase rider feedback. Transit Security is researching other strategies to ensure QSA surveys are inclusive to all riders, regardless of preferred language or ability.

YTD QSA Demographics (Jan - Jun)	YTD Avg. Rating	2019 System Demographics (Onboard Survey)
13.16% African American	15.5	15% African American
31.58% Latino	19	58% Latino
34.21% White	18	12% White
7.89% Asian/Pac. Isl	17	9% Asian/Pac. Isl
0% Native American	NA	1% Native American
0% Other	NA	5% Other
13.16% No Information	13.2	

As mentioned earlier, Metro's Customer Experience department conducted a *Respect the Ride* survey. To make the survey more accessible, it was available in English and Spanish, printed and

online via QR code. The survey results indicate some riders do not feel safe at our stations. Metro understands that safety looks different for everyone. Therefore, we are working on addressing safety deficiencies, exploring, and testing new strategies, such as deploying 50% of our security officers at night, to learn if this approach makes our facilities feel safer for all riders.

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.

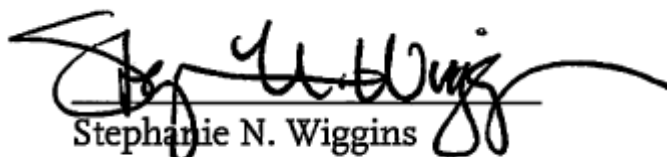
ATTACHMENTS

Attachment A - June 1, 2022, PSAC Meeting Minutes
Attachment B - June 15, 2022, PSAC Meeting Minutes
Attachment C - July 6, 2022, PSAC Meeting Minutes
Attachment D - July 20, 2022, PSAC Meeting Minutes
Attachment E - Recommendations on Metro's Public Safety Ecosystem Memo
Attachment F - Place-Based Implementation Strategy Recommendations Memo
Attachment G - Recommendation Future Recruitment & Outreach
Attachment H - Recommendation for Metro's Community Engagement on Public Safety Topics
Attachment I - Systemwide Law Enforcement Overview May & June 2022
Attachment J - MTA Supporting Data May & June 2022
Attachment K - Transit Police Summary May & June 2022
Attachment L - Monthly, Bi-Annual, Annual Comparison May & June 2022
Attachment M - Violent, Prop, and Part 1 Crimes May & June 2022
Attachment N - Demographics Data May & June 2022
Attachment O - Bus & Rail Operator Assaults May & June 2022
Attachment P - Sexual Harassment Crimes May & June 2022

Prepared by: Andrew Black, Deputy Chief Officer, System Security, and Law Enforcement

Imelda Hernandez, Manager, System Security, and Law Enforcement, (213) 922-4848

Reviewed by: Gina Osborn, Chief Safety Officer, Chief Safety Office, (213) 922-3055



Stephanie N. Wiggins
Chief Executive Officer

Metro Public Safety Advisory Committee

General Committee Meeting #28

Meeting Summary

Wednesday, June 1st, 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 Dryjanski announced that 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, Darryl Goodus, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Mohammad Tajsar, Esteban Gallardo, Ma'ayan Dembo, Sabrina Howard, Scarlett de Leon, Clarence Davis, Charles Hammerstein, Glenda Murrell, Constance Strickland

Absent: Raul Gomez, Jessica Kellogg, Florence Annang

d. **Approval of Meeting Minutes for 05/18/22**

- i. Committee members voted to approve the meeting minutes for the May 18th, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

The facilitators opened public comments. No public comments were provided.

III. Discussion

Envisioning the future public safety ecosystem on Metro

Committee members discussed strategies and programming that would make up the committee's long-term vision for a public safety approach that will be presented to Metro staff for their consideration.

a. **Topic summaries**

- i. Facilitator France described six topic areas related to public safety that the committee has discussed over the past year: station programming, station & infrastructure improvements, public education & messaging, supportive services, staff stewardship & training, and oversight & accountability. These six topics will comprise the initial

framework of the public safety ecosystem recommendations.

- ii. Committee members shared questions and additional categories to be added to the framework.

- iii. **Programming**

1. Member Ajayi highlighted the importance of distributing programming information to ensure riders are aware of upcoming events or new programs being launched.

- iv. **Station and infrastructure improvements**

1. Member Davis indicated that Metro should utilize public art to illustrate historic local moments, as a way for Metro to support local artists and create community-specific spaces.
 - a. Member Smith uplifted Member Davis' comment and other past priorities that emphasize the need for increased community art and green spaces at Metro stations.
 - b. Metro staff shared a [link](#) to information and resources on Metro's public art program.
2. Member Dembo indicated that Metro should prioritize adding shade and shelter from heat/rain as a key infrastructure improvement.
3. Member Raigoza suggested installing plexiglass at bus shelters, rather than glass, to avoid injuries to riders and their pets when there is shelter damage.
4. Member Davis suggested adding continuously accessible surveys at stations and stops to get data on rider experiences. He suggested using some kind of physical infrastructure rather than human surveyors.
5. Member Raigoza called out the MacArthur Park station as an example of the safety and programming benefits of having designated areas for vendors.
 - a. Member Ajayi suggested allowing street vending underground on connections between lines.
 - b. She also called out the importance of having improved wayfinding signage in stations.

- v. **Public education and messaging**

1. Member Wen requested bystander and upstander training be included in this sub-category. He defined an upstander is someone who actively tries to intervene in a crisis.
 - a. Members Strickland and Ajayi supported the request.

- vi. **Staff Stewardship and training**

1. Member Davis highlighted the opportunity to ensure cultural competency

training is part of the transit ambassadors' training curriculum.

vii. **Additional themes and subtopics**

1. Member Davis suggested developing a color-coding system that matches routes with the communities they serve.
 - a. Facilitator France suggested including the recommendation as part of a community wayfinding or design guidelines improvement.
2. Member Murrell recommends increasing the number of CCTV cameras to help operators accurately assess situations and make calls for help.
3. Member Smith suggested considering the inclusion of fareless transit for all low-income riders.
 - a. Facilitator France suggested including this topic under supportive services.
4. Member Dembo requested to add "more frequent and reliable transit service" as a public safety strategy.

b. **Mentimeter Results:** The results of the meeting's Mentimeter exercise (referenced in Sections 3.b.-3.f.) can be found [at this link](#).

c. **Mentimeter exercise:** Facilitator Dryjanski lead the committee through a short Mentimeter poll to identify the top three priority areas for discussion that evening.

- i. Member Wen suggested having cleanliness as its own category.
 1. Facilitator Dryjanski recommended having cleanliness framed as part of station & infrastructure improvements, but also have it under the staff stewardship & presence category when considering the increased deployment of the janitorial staff.
- ii. Committee members voted to discuss the following three categories during the meeting: supportive services, station & infrastructure improvements, and oversight & accountability.

d. **Supportive Services**

- i. Member de Rivera highlighted the importance of community input and recommended Metro continue to request input from a diversity of riders, community members, and advocacy organizations.
- ii. Member Goodus suggested expanding the Metro Micro program and having increased collaboration across service providers.
 1. Member Howard expressed support for this comment.

e. **Station infrastructure improvements**

- i. Member Garcia commented that it is important to make public transit as accessible

as possible through a variety of travel modes, something that may be achieved by adopting strong policies for station-adjacent design guidelines.

- ii. Member De Leon recommended Metro pursue building more bus-only lanes.
 - 1. Members de Rivera and Dembo supported this suggestion.
- iii. Member Raigoza suggested an audit of custodial needs to get to the root cause of continued unmet maintenance needs at certain stations.
- iv. Member Wen recommended an advertisement campaign explaining the various uniforms of Metro staff and the work/services they represent on the Metro system.

f. Next steps and look ahead

- i. The facilitation team will circulate a set of draft recommendations that will be voted on during the next committee meeting.
- ii. An additional meeting will be added on June 29th to consider the PSAC's position on recommendations for the LA Sheriff's Department contract and provide an update on Metro's budget progress.

IV. General Public Comment

The facilitation team took public comments from meeting participants.

- a. Commentor suggested including the Accessibility Advisory Committee as part of the organizations Metro consults with on a future public safety ecosystem.

V. Adjournment

- a. Meeting adjourned at 7:01 p.m.

VI. Next Steps

- a. The committee will reconvene on 06/15/22.

Metro Public Safety Advisory Committee

General Committee Meeting #29

Meeting Summary

Wednesday, June 15th, 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 Dryjanski announced that 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, Darryl Goodus, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Mohammad Tajsar, Esteban Gallardo, Ma'ayan Dembo, Sabrina Howard, Scarlett de Leon, Clarence Davis, Constance Strickland, Florence Annang

Absent: Andrea Urmanita, Charles Hammerstein, Raul Gomez, Jessica Kellogg, Glenda Murrell

d. **Approval of Meeting Minutes for 06/01/22**

- i. Committee members voted to approve the meeting minutes for the June 1st, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

The facilitators opened public comments. No public comments were provided.

III. Discussion Items

Recommendations on PSAC's Vision for Metro's Public Safety Ecosystem

Committee members discussed and voted to approve [recommendations on strategies and programming which constitute the committee's long-term vision for Metro's public safety ecosystem](#) on the transit system.

- a. **Context setting:** Facilitator France reviewed the process for drafting the recommendations, which included a group brainstorming session in the previous General Committee meeting and two working sessions to refine the draft document.

- b. Discussion:** committee members provided feedback on the recommendations and developed modifications for the final draft document.
- i. **Key Elements:** Member Davis reminded members of the importance of green space at stations and improved access for elderly riders/riders with disabilities. He also included a provision calling on Metro to utilize suggested donation fares if fareless transit is implemented.
 - ii. **Policing Contracts:** Member Tajsar asked why Relevant Documents 3.1 and 3.2 – both concerned with PSAC’s stance on Metro’s policing contracts – were not summarized as part of the recommendations.
 1. Facilitator France suggested a modification to explicitly state that the committee recommends Metro phase out the contracts and reallocate funding to non-law enforcement alternatives.
 2. Member Goodus indicated he does not support reducing funding or moving away from law enforcement at this time. He believes all services need to be funded adequately.
 3. Facilitator France suggested a modification that states “understanding that Metro has limited funding for public safety strategies, Metro may consider shifting what is currently allocated to law enforcement contracts, with the understanding that the recommended ecosystem does not exclude law enforcement.”
 - a. Member Tajsar agreed with the suggestion
 - b. Member Davis stated the importance of finding a balance between the various public safety strategies.
 - c. Member de Rivera shared that it is important for these recommendations to make a strong statement about the need for funding non-law enforcement alternatives.
 - d. Member Smith reminded members that PSAC has already approved recommendations on the law enforcement contracts and remains consistent with that directive.
 - iii. **Blue Light Infrastructure:** Member Davis emphasized the inclusion of a recommendation for the continued implementation of the Blue Light system.
 - iv. **Citations:** Member Ajayi suggested using the centralized information portal as a way for riders to check on the status of tickets they have received for fare evasion.
 1. Member Davis agreed with the difficulty of being able to find and track tickets with Metro’s current system.
 2. Facilitator France suggested adding language that the centralized communication portal should include a mechanism for riders to check on the status of any tickets.

- c. **Public Comment:** No public comments were provided.
- d. **Proposal:** Facilitator France put forward a proposal to approve the updated recommendations with the following amendments:
 - i. In the “A Call for Systemic Change” paragraph, add additional context about the use of non-law enforcement public safety measures and their funding via the phasing out of Metro’s law enforcement contracts.
 - ii. Under “Safety Infrastructure Improvements,” add a recommendation calling for the continued deployment of Blue Light and Call Point infrastructure.
 - iii. Under “Centralize Communication Portals for the Public,” add “resolve or contest citations” as one of the potential functions for this portal.
 - 1. In this same paragraph, add context about the importance of including call-in functionality and not limiting access solely to online portal options.
- e. **Voting Action**
 - i. Vote to approve Recommendations on PSAC’s Vision for Metro’s Public Safety Ecosystem:
 - 1. Yes: 9 No: 1 Abstain: 1
 - 2. The item was approved.

Recommendations for Metro’s Place-based Implementation Strategy

Committee members discussed and voted to approve recommendations on Metro’s Place-based Implementation Strategy.

- a. **Metro staff response to committee recommendations:** Metro staff shared that they support the recommendations and that they align with the agency’s goal to achieve place-based safety solutions.
- b. **Discussion:** Committee members provided feedback on the recommendations and developed modifications for the final draft.
 - i. **Criteria Weighting:** Member Ajayi asked if location criteria would be weighted evenly during decisions for deployment.
 - 1. Metro staff replied that they will work with their team to build out a weighted point system.
 - 2. Facilitator France asked for clarification from Metro staff as the Metro-drafted attachment is still missing details on the point system.
 - a. Metro staff confirmed that they still need to determine the evaluation criteria and scoring mechanism.
 - ii. **Complaints of Police Misconduct:** Member Smith recommended that complaints of police misconduct should be their separate criteria on the recommendations.

1. Members expressed support for this recommendation.
2. Member Davis added that misconduct reports should not be summarized or condensed when Metro is reviewing these incidents.

b. **Public Comment:** No public comments were provided.

c. **Proposal:** Facilitator France put forward a proposal to approve the updated recommendations with the following amendments:

- i. Modify "Location Selection Criteria" #1 "Locations where a high number of assaults and/or police complaints" by:
 1. Changing the wording of "police complaints" to "complaints of misconduct against law enforcement officers".
 2. And separate "assaults" and "complaints of misconduct against law enforcement officers" into two separate criteria.
- ii. Modify PSAC's recommendation to "Data on Harassment and Assaults" to indicate that Metro should utilize full, contextual reports on police misconduct, rather than abbreviated summary reports of any kind.

d. **Voting action**

- i. Vote to approve PSAC's recommendations for Metro's Place-based Implementation System
 1. Yes: 11 No: 0 Abstain:0
 2. The item was approved.

e. **Next steps:**

- i. Facilitation team will update both sets of recommendations and submit them to Metro staff and Metro CEO.

IV. General Public Comment

The facilitators opened public comments. No public comments were provided.

V. Adjournment

- a. Meeting adjourned at 6:40 p.m.

VI. Next Steps

- a. The committee will reconvene on 07/06/22.

Metro Public Safety Advisory Committee

General Committee Meeting #30

Meeting Summary

Wednesday, July 6th, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**

- i. Facilitator Thomson Dryjanski called the meeting to order. Facilitator Cuevas-Flores announced that Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**

- i. Facilitator Dryjanski reviewed the agenda for the meeting.

c. **Roll Call**

Present: Ashley Ajayi, Darryl Goodus, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Mohammad Tajsar, Esteban Gallardo, Ma'ayan Dembo, Sabrina Howard, Scarlett de Leon, Clarence Davis, Constance Strickland, Florence Annang

Absent: Andrea Urmanita, Charles Hammerstein, Raul Gomez, Jessica Kellogg, Glenda Murrell

d. **Approval of Meeting Minutes for 06/15/22**

- i. Committee members voted to approve the meeting minutes for the June 15th, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

The facilitators opened public comments. There were no public comments from meeting participants.

III. Discussion Items

PSAC Recruitment and Outreach

Committee members discussed recruitment and outreach strategies Metro could employ for future PSAC terms. This feedback will help Metro staff further develop their report back to the Board that lays out PSAC's next steps in detail.

- a. **Context setting:** Facilitator Dryjanski shared the status of the outside evaluation of PSAC's progress. After the Board's initial review, they requested an increased level of detail as to how Metro staff will develop the next term of PSAC. One key area where PSAC can inform the report is providing feedback on how Metro recruits future committee members.

b. First-Term PSAC Cohort Outreach Presentation: Metro staff provided an overview of the outreach efforts conducted in Fall 2020 to assemble the current PSAC membership. Outreach methods included creating a centralized website and application portal, distributing physical flyers, advertising on social media, and conducting presentations at community meetings.

i. **Term Limits:** Member Davis asked if current PSAC members' terms will be limited to one year.

1. Metro staff responded that the committee charter states one year but the Board decided to extend the term until September to finalize the review of the external evaluation.
2. Member Smith shared that he feels it is unfortunate that members would be replaced after such a brief period. He indicated that it would be useful for future PSAC committees to retain some of the experience that has been built up over the past year.

a. Metro staff responded that the Board has not made a final decision on term limits for members.

c. Mentimeter Exercise: Facilitator Dryjanski led the committee through a Mentimeter polling exercise to inform outreach and recruitment for future PSAC terms. The results from the meeting's Mentimeter exercise can be found [at this link](#).

i. **Key Constituencies for Recruitment**

1. **Unhoused Representatives:** Member Smith suggested including committee members who are currently or formerly unhoused to have representation from the unhoused community. He also suggests including representatives from service organizations serving the unhoused community.
2. **Youth Outreach:** Member Davis shared that it is important that Metro's public safety education efforts reach children and teenagers in the community.
3. **Selection Criteria:** Member De Rivera shared concerns about outing members' personal details as part of the process of ensuring a diverse committee. She cautioned Metro to not require potential applicants to reveal personal details as part of the application process.
 - a. Member de Leon echoed Member De Rivera's comment and added that throughout the PSAC process, it feels like members must constantly prove their credentials to sit on the committee.
 - b. Member Garcia shared an opposing opinion, stating that it is important to explicitly state diverse identities – when members feel comfortable – to demonstrate that different groups are being

represented.

- c. Member Smith added that the current composition of PSAC members covers most of the committee's suggestions for key constituencies.
4. **Bios:** Member Annang suggested including pictures and bios of PSAC members to share members' stories and qualifications online.
5. **Intersectionality:** Member Howard recommended recruiting members who are already involved with other issues that intersect with transit, such as housing and public health.

ii. Outreach Methods

1. **Events:** Member Davis suggested Metro perform outreach during public events such as fairs, sporting events, and holidays. He emphasized these events as important opportunities to connect with low-income Metro riders.
2. **Previous Committee Involvement:** Member de Leon suggested reaching out to previous PSAC applicants who were not accepted and the committee's mailing list.
 - a. Member Dembo also suggested reaching out to meeting participants who gave public comments throughout the process.

iii. Barriers to Participation

1. **Emotional Labor:** Member De Rivera highlighted the emotional labor that goes into sharing one's experience in public meetings.
 - a. She also added that Metro should set clear expectations regarding the level of outside work required for members early in the application process.
2. **Increased Public Engagement:** Member de Leon suggested using surveys and focus groups to engage the public who are interested in participating but cannot be committee members.
3. **Institutional Knowledge:** Member Goodus shared that there should be some continuity between PSAC terms to ensure the current committee's experience and knowledge can aid new members.
4. **Metro Documents:** Member Davis stated that there should be more accessibility to Metro Board documents. He cited the accessibility of document language and ease of digital access as barriers.

iv. Application and Interview Process

1. **TAP Card System:** Member Davis recommended increasing outreach by sharing committee opportunities through the TAP Card system.

2. **Healing Framework:** Member Ajayi encouraged Metro to consider PSAC a source of income and trauma support for Metro riders who have experienced harm in the system.
3. **Students:** Member Davis suggested having student-aged PSAC members.

b. Next Steps

- i. The facilitation team will draft a document that synthesizes the comments and recommendations for Metro staff review.

IV. General Public Comment

The facilitation team took public comments from meeting participants.

- a. Commentor – who has a vision disability – shared the difficulties they have had following along with visual-heavy meetings and accessing materials on Google documents. He suggested linking any Google docs in the agenda and providing meeting materials ahead of time.

V. Adjournment

- a. Meeting adjourned at 6:31 p.m.

VI. Next Steps

- a. The committee will reconvene on 07/20/22.

Metro Public Safety Advisory Committee

General Committee Meeting #31

Meeting Summary

Wednesday, July 20th, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**

- i. Facilitator Thomson Dryjanski called the meeting to order. Facilitator Cuevas-Flores announced that Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**

- i. Facilitator Dryjanski reviewed the agenda for the meeting.

c. **Roll Call**

Present: Andrea Urmanita, Ashley Ajayi, Darryl Goodus, Glenda Murrell, Maricela de Rivera, Chauncey Smith, Esteban Gallardo, Scarlett de Leon, Clarence Davis, Constance Strickland, Florence Annang, Glenda Murrell

Absent: Raul Gomez, Jessica Kellogg, Mohammad Tajsar, Jose Raigoza, Sabrina Howard, Charles Hammerstein, Ma'ayan Dembo

d. **Approval of Meeting Minutes for 07/06/22**

- i. Committee members voted to approve the meeting minutes for the July 6th, 2022, meeting.
- ii. The meeting minutes were approved unanimously.

II. General Public Comment

The facilitators opened public comments.

- a. The commentator indicated they would like to see more bike lockers for riders. They also requested additional improvements to make it easier for cyclists to use Metro buses and trains.

iii. Discussion Items

Item 1: Advisory Recommendations for Metro's Community Engagement on Public Safety Topics

Committee members discussed and voted to approve recommendations on how Metro should perform community engagement on public safety topics.

- a. **Context setting:** Members of the Community Engagement ad-hoc committee provided an overview of the recommendations to improve community outreach for public safety topics.
 - i. **Key Goals:** Member Goodus shared that a focus of the committee is for Metro's public engagement to reach as many people as possible, to make the process inclusive, and capture a broad spectrum of experiences. One of their key discussions was about trying to get more members of the public involved in Metro programs.
 - ii. **Facility Conditions:** Member de Rivera highlighted the need for improved cleanliness. She defined the stations as the point where Metro meets their riders and cleanliness is important to improve that relationship.
 - 1. Metro staff commented that funding for custodians has been substantially increased for the FY23 fiscal year.
 - iii. **Community Engagement:** Member Davis emphasized the need for Metro's community engagement to make riders aware of security service updates, new routes and stations, and ballot initiatives. He also reiterated his support for suggested fares on the system.
 - 1. Facilitator Dryjanski asked for clarification on Member Davis' comment on education and engagement in Metro systems.
 - a. Member Davis responded that the goal is to improve communication between riders and Metro to create a safer environment.
 - b. Facilitator Dryjanski restated the recommendations as:
 - i. Improve in-station engagement and customer experience;
 - ii. And to create a standing advisory committee focused on community engagement practices and outreach.
 - iii. Member Davis agreed with these summations.
- b. **Discussion:** Committee members provided feedback on the recommendations and developed modifications for the final draft document
 - i. **In-person Outreach:** Member De Leon uplifted the importance of having Metro workers on the system participating in outreach since online engagement is not always accessible.
 - ii. **Community Stewardship:** Member Strickland suggested Metro reimagine the way they offer access to space, programming, and funding to Metro riders and grant applicants.
 - 1. Facilitator Dryjanski clarified that the recommendation is that Metro improve community stewardship of transit spaces by allowing underutilized spaces to be used by community organizations.

- a. Member Strickland agreed and further emphasized the need for an accessible application process.
 - iii. **Diverse Experiences:** Member Garcia shared appreciation for the recommendations as a whole and emphasized the section that underscores that experiences of safety are different for different population groups.
 - iv. **Prevention system:** Member Davis reiterated his proposal for having a voluntary color-coded TAP Card system for riders with disabilities and children that helps identify them if they get lost.
 - 1. Facilitator Dryjanski summarized the recommendations as:
 - a. Create a regional liaison for local Metro community topics;
 - b. And create a support system for riders prone to getting lost on the system.
 - c. Member Davis agreed with these summations.
 - v. **Customer experience:** Metro staff Osborn shared that they are working with the Customer Experience team to develop a customer service program for transit security officers.
- c. **Public Comments:** No public comments were offered on this agenda item.
- d. **Proposal:** Facilitator Dryjanski put forward a proposal to approve the recommendations with the following additions:
 - i. Improved engagement for in-station customer service;
 - ii. Creating a standing community engagement advisory committee;
 - iii. Improving community stewardship of transit stations by easing access to programming, funding, and space utilization for community purposes;
 - iv. Creating a regional community outreach coordinator;
 - v. And supporting the needs of children and other riders prone to being lost.
- e. **Voting Action**
 - i. Vote tally to approve modified recommendations for Metro's community engagement on public safety:
 - 1. Yes: 9 No: 0 Abstain: 0
 - 2. The item was approved

Item 2: Recommendations on Metro’s Public Safety Analytics & Bias-Free Policing Policy

Members discussed these recommendations from the Non-Law Enforcement Alternatives ad-hoc committee. When moved to a vote, the recommendations would not be approved as the committee did not reach a simple majority.

- a. Context Setting:** Facilitator Dryjanski reviewed the committee’s previous recommendations on “Opposing Predictive Policing.” These previous recommendations inform the recommendations up for a vote because they call for Metro to:
 - i. Not use crime data to determine where to deploy law enforcement personnel;
 - ii. To adopt a robust ecosystem of non-law enforcement alternatives;
 - iii. And to use existing equity-driven data platforms.
- b. Discussion:** Committee members provided feedback on the recommendations and developed modifications for the final draft document
 - i. **Outreach Methods:** Member Ajayi asked for more information on the outreach methods, specifically the call to prioritize in-person engagement and the prioritization of rider requests in the operations and maintenance status data set.
 - 1. Member Goodus responded that some people prefer in-person engagement, and the ad-hoc committee would like to be inclusive of those needs.
 - 2. Member Ajayi suggested adding vehicle operators, bus drivers, rail conductors, and elevator attendants to the datasets recommendation language.
 - 3. Facilitator Dryjanski shared that he will rephrase the recommendation to include frontline workers.
 - 4. Member Murrell made the distinction that service attendants maintain the vehicles, trains, and buses, while custodians maintain the facilities. They both have separate unions and tasks.
 - ii. **Outcomes:** Member Goodus highlighted the importance of the outcomes for the key performance indicators section in summarizing the purpose of the recommendations.
 - iii. **Use of Crime Data:** Metro staff Osborn asked for clarification as to why there are concerns regarding the use of crime data.
 - 1. Facilitator Dryjanski noted that the committee has made the distinction that they are opposed to using crime data specifically to deploy law enforcement resources. They indicate that crime data may be useful for the deployment of other resources.
 - 2. Member Davis responded that he is against the use of data to try to predict crime, as it has led to the over-policing of certain communities.
 - a. Metro staff replied that they do not expect data to be used this way and can see additional resources being provided to stations with high crime report rates, especially regarding vandalism incidents.

3. Member Smith shared that Metro staff is advocating for tools that are racially and economically equitable. He highlighted Metro's current issue with disproportionately citing and arresting riders of color, which leads to more disproportionate outcomes because of the biased data being utilized.
 - a. Members Strickland and Ajayi echoed Member Smith's comments.

b. Public Comment: No public comments were provided.

c. Proposal: Facilitator Dryjanski put forward a proposal to approve the recommendations with the following modifications:

- i. Add a recommendation on addressing the digital divide for outreach;
- ii. Reframe "Datasets 3.b.i. and 3.d.i." to include requests from Metro frontline staff as well;
- iii. And add transit ambassadors as a key constituent.

d. Voting Action

- i. Vote tally to approve recommendations for Metro's Public Safety Analytics and Bias-Free Policing policy:

1. The vote was (6) "yes" votes, (1) "abstain" vote, and (2) members "absent."

- a. Note: At the time that the vote was called, Member Annang had been marked "absent." Approximately two minutes after the vote was called, Member Annang indicated in the Zoom chat that she would "abstain from voting due to [a] bad WiFi [connection]" at her location. She has been marked absent in the summary above.

2. The committee was unable to reach a simple majority to support the approval of the recommendations.

e. Next steps: The facilitation team will provide an update as to whether this item will be brought back for consideration.

IV. General Public Comment

The facilitators opened public comments. There were no public comments from meeting participants.

V. Adjournment

- a. Meeting adjourned at 7:05 p.m.

VI. Next Steps

- a. The committee will reconvene on 08/17/22.

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: June 22nd, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the June 15th, 2022 PSAC Meeting - Place-Based Implementation Strategy Recommendations

During the June 15th, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A draft of [recommendations on Metro's Place-Based Implementation Strategy](#)

Below is a summary of the committee action:

- PSAC voted to approve a [modified version of the recommendations on Metro's Place-Based Implementation Strategy](#). The vote was 11 “yes” votes and 3 absent members.
- The draft modifications made during the meeting are as follows (and highlighted in green in the document):
 1. Modify “Location Selection Criteria” #1 “Locations where a high number of assaults and/or police complaints” by:
 - Changing the wording of “police complaints” to “complaints of misconduct against law enforcement officers”;
 - And separate “assaults” and “complaints of misconduct against law enforcement officers” into two separate criteria.
 2. Modify PSAC’s recommendation to “Data on Harassment and Assaults” to indicate that Metro should utilize full, contextual reports on police misconduct, rather than abbreviated summary reports of any kind.

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: June 22nd, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the June 15th, 2022 PSAC Meeting - Recommendations on Metro's Public Safety Ecosystem

During the June 15th, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A draft of [recommendations on PSAC's Vision of Metro's Public Safety Ecosystem](#)

Below is a summary of the committee action:

- PSAC voted to approve a [modified version of the recommendations on PSAC's Vision of Metro's Public Safety Ecosystem](#). The vote was 9 "yes" votes, 1 "no" vote, 1 "abstain" vote, and 3 absent members.
- The draft modifications made during the meeting are as follows (and highlighted in green in the document):
 1. In the "A Call for Systemic Change" paragraph, add additional context about the use of non-law enforcement public safety measures and their funding via the phasing out of Metro's law enforcement contracts.
 2. Under "Safety Infrastructure Improvements," add a recommendation calling for the continued deployment of Blue Light and Call Point infrastructure.
 3. Under "Centralize Communication Portals for the Public," add "resolve or contest citations" as one of the potential functions for this portal.
 - In this same paragraph, add context about the importance of including call-in functionality and not limiting access solely to online portal options.

Recommendations on PSAC's Recruitment and Outreach for Future Committees

About these Recommendations

This document lays out the Public Safety Advisory Committee's (PSAC, the committee) vision for recruiting future cohorts of the committee, as defined during an group discussion at the July 6th, 2022 General Committee meeting. Currently, Metro staff are working to produce a detailed workplan for the next term of the advisory committee and have requested committee members' input on recruitment and outreach processes. The following recommendations include identifying key constituencies from which Metro should recruit new members, outreach strategies to reach these groups, barriers to participation, and improvements to the application process. Implementing these recommendations are an opportunity for new advisory committee members to more accurately reflect the transit-dependent populations of Los Angeles County and to build upon the foundation the committee has laid over the past year.

Key Constituencies

Consistent with the key constituencies identified in both the [Public Safety Ecosystem](#) and [Community Engagement of Public Safety Topics](#) recommendations, the following describes the communities and population groups Metro should engage to recruit future committee cohorts:

Metro should recruit new PSAC members that are transit-riders, particularly **low-income and unhoused transit-riders** who make up a majority of Metro's existing users. The agency should also aim to have the committee composition represent the demographics of the riders, paying special attention to **Black, Indigenous, People of Color (BIPOC) communities; women; youth; older adults; people with disabilities; LGBTQIA+ individuals; victims of crime; formerly incarcerated; immigrant; and neurodivergent** riders. It should work collaboratively with organizations representing these populations to recruit and support potential committee members throughout the application process. Equally important to the process, the inclusion of **frontline Metro employees** and participants with firsthand experience in **public safety and social services on Metro** will provide necessary insight into the on-the-ground workings of the system. Metro should also **reach out to members of the public who have attended PSAC meetings** and invite them to apply.

Recommendations on Outreach

PSAC has articulated the following recommendations to improve outreach strategies for committee member recruitment:

- **Importance of including key constituencies:** PSAC members acknowledge the successful diversity of the first committee cohort, and through the lessons learned over the past year, have expanded the range of key constituencies to recruit from more underrepresented communities. Engaging and recruiting from the identified key constituencies to provide feedback on Metro's public safety topics is essential as transit riders from different groups will experience safety differently on the system. Metro's public safety strategies will benefit from this increased diversity

as more perspectives will shape their implementation and outcomes. However, the committee cautions against forcing members to out themselves as members of a specific committee in order to join the committee. Consultation with Metro's Office of Equity and Race can help address this sensitivity.

- **In-Person outreach:** PSAC highlighted the need for prioritizing in-person engagement as part of the recruitment for future committee cohorts, with particular focus on in-station engagement and at other locations where high numbers of Metro riders are present. This engagement strategy will be best actualized through the employment of CBO representatives, on-system advertising, and in-person events. CBOs have established relationships working with their constituencies and can identify strong champions with the necessary experience to participate in PSAC. Additionally, thus advertising on vehicles will expose riders to the opportunity to join the committee. Potential PSAC members must have regular interaction with the Metro system. Lastly, in-person outreach at transit stations and community events meets riders where they are at and advertises the opportunity to those riders with limited access to technology. Potential Metro representatives for this outreach can include current committee members as volunteers, transit ambassadors, and elevator attendants.
- **Social media:** PSAC recommends using social media to expand the reach of recruitment activities to a wider audience. Metro can host live-streaming sessions to discuss PSAC and share information about the recruitment process. Additionally, social media is a valuable tool to increase engagement with youth riders. Metro has experience of partnering with social media personalities to promote advisory committees and other Metro initiatives. Previous examples include the *Metro Manners* campaign starring Anna Akana or *Safetyville* campaign for rail safety. By making promotional content for PSAC and other advisory committees, the committee's work is exposed to a wider audience and it can facilitate an increase in applications to the committee. However, Metro should not eschew more traditional forms of advertisement. The committee also recommends utilizing advertisements on television, radio, and local newspapers to boost participation.

Barriers to Participation

- **Overcoming technology barriers:** Due to the ongoing COVID-19 pandemic, PSAC meetings have been conducted online via the Zoom platform. Several committee members shared challenges of lacking adequate broadband connectivity and necessary technology to fully participate in PSAC meetings. This will likely pose an issue for future PSAC participants as well, with many low-income communities in the Metro service area lacking access to reliable and affordable internet. PSAC recommends that Metro subsidize access to broadband services and provide the necessary equipment when required to bridge the digital divide for future members. Additionally, PSAC encourages the use of in-person meetings at accessible times to combat this difference in digital access, within COVID safety protocols.
- **Accommodating parents and working members:** Many PSAC members are working parents and have specific needs that offer a barrier to meeting committee commitments. Committee meetings have been scheduled for 5:00 p.m. on weekdays, when many members are just leaving work. While virtual meetings have alleviated the challenges of travel time, future in-person meetings will present difficulties. Access to childcare is unequal for different communities. The provision of childcare can help parents to more fully participate in committee meetings. PSAC recommends providing child care resources for both members and the attending members of the

public at in-person events. Additionally, holding meetings at times outside of working hours will help parents and working members be present and reduce stress from commuting. The committee recommends adjusting meeting times to include nights and weekends, which will increase access for working people to attend as committee members or audience participants.

- **Language accessibility:** PSAC calls for written, spoken, and recorded outreach materials to be written plainly and translated/interpreted into as many languages as possible. Plain language reduces barriers for committee members to understand complicated professional jargon. One of the key challenges for first-term PSAC members was learning how to read and access Metro-drafted materials, notably Board reports. Metro staff can draft written materials with this layperson audience in mind or can host learning opportunities with advisory committee members to build understanding of these materials. Additionally, proactive translation and interpretation services, meaning providing these services/materials without public request, should also be standard to improve the experience of English as a second language committee members and attending members of the public. There are more than 180 languages spoken in LA County and Metro should act proactively to ensure recruitment materials are ready to meet the needs of these various communities.
- **Building understanding of Metro's public safety ecosystem:** PSAC members cite getting up to speed on Metro's current public safety ecosystem and all associated programs as one of the key challenges to the early phases of PSAC. The committee recommends that more emphasis is placed on educating members in the early stages of their tenure. This will ensure higher levels of participation and a more robust understanding of the context that the agency is operating within. Special "bootcamp" sessions, one-on-one check-ins with members, or change in the agency's approach to presentations can help educate new members. The committee also recommends that there is a continuity of committee members between the first and second terms, to ensure that the institutional knowledge that has been built up remains.

Application and Interview Process

- **Drawing on the experience of current members:** PSAC recommends having current and former members be involved in the application review and interview process as advisory members. This will help to provide insight for applicants and Metro staff to the requirements of being a committee member. During the interview process, members would be able to identify strengths in potential candidates that are best suited to work in the committee and provide recommendations as to gaps in the current recruitment selection regarding the communities represented.
- **Application Assistance:** PSAC's application and interview process can be confusing, especially for people who may not have experience applying for advisory committees or navigating municipal bureaucracy. Offering application and interview assistance would help low-income and disabled applicants be more competitive in the recruitment process. This support may include providing translations of the application, assistance with filling out forms, and interview preparation assistance.

Advisory Recommendations for Metro's Community Engagement on Public Safety Topics

About these Recommendations

These recommendations provide guidance on what community voices Metro should center in the process of community engagement, offer categorical recommendations on community outreach methods, provide an expanded definition of programs that should be considered as part of riders' experience of safety, and provide suggestions for improving survey creation.

Expanding the Scope of Public Safety Topics: Much like PSAC's recommendations to expand Metro's [Public Safety Ecosystem](#) to include a variety of new non-law enforcement alternatives, PSAC recommends that Metro expand its view of the topics and programs that contribute to public safety and engage the community accordingly. This scope of programs must expand beyond solely law enforcement, security personnel, and social service providers. Public safety outreach should also include topics like fareless transit and low-income fare subsidy programs, transportation services that assist vulnerable riders like ACCESS or Metro Micro, and station and vehicle conditions.

Key Constituencies

As previously noted in the [Public Safety Ecosystem recommendations](#), the following describes the key constituencies Metro should regularly engage on topics of public safety on the transit system:

*PSAC advises Metro to center the following voices in discussions concerning public safety. Naturally, transit riders' voices should be at the forefront, with a particular emphasis on addressing the needs of **low-income riders** that make up the majority of Metro's existing users. The agency should also pay close attention to **Black, Indigenous, People of Color (BIPOC) communities; women; youth; older adults; people with disabilities - physical, intellectual, and developmental; and LGBTQIA+** rider needs. It should work collaboratively with organizations representing these populations to identify and meet those needs. Equally important, including Metro's **vehicle operators and frontline staff like custodians, station attendants, and others**, should play a large role in shaping public safety policy on the system. Metro should also consult with **community-based organizations** representing issue areas like **civil rights and racial equity, disability advocacy, faith communities, bicycle and pedestrian safety, and the local arts and design communities.***

Recommendations on Outreach

PSAC has articulated the following recommendations to improve and expand outreach on public safety topics:

- Defining public safety with transit riders:** PSAC feels it is essential to further define the concept of "public safety" with the wider transit-using public. Metro's previous surveys on Customer Experience and Public Safety have been useful steps towards reaching this goal but lacked long-term engagement with riders and these surveys are more appropriate as point-in-time snapshots. In previous meetings, PSAC was informed that surveys are ineffective tools at offering insights on open-ended concepts. Therefore, the committee recommends deploying focus groups or other in-depth engagement strategies with riders to develop a concrete definition of "public safety" that is in line with Metro's [Mission, Vision, and Values for Public Safety](#). Participants

should be drawn from the groups mentioned in the “Key Constituencies” section and compensated for their time and labor.

- **Outreach to women, persons with disabilities, BIPOC, and other key constituencies:** The experience of safety on Metro is not monolithic. Riders from these different groups will have divergent experiences of safety on the transit system. For instance, different PSAC members have noted that law enforcement officers are a source of perceived security for persons with disabilities, whereas many BIPOC riders may feel targeted and oppressed through officer’s presence. Woman-identified and non-binary riders experience safety very differently from their male-identified counterparts. It is essential that Metro engage representatives from these constituencies separately to develop priorities unique to those groups, and then together to develop a shared definition of public safety on the system.
- **Ensuring participation:** PSAC calls for Metro’s community engagement methods to eliminate as many barriers to participation as possible. Understanding that the majority of Metro’s ridership are low-income riders of color - a population group known to have barriers to civic participation - the agency should create the conditions to reach these groups. This can include paying community-based organizations with established community connections to do the outreach, doing extensive engagement on the transit system or other places where low-income riders congregate, holding meetings on nights and weekends, offering translation services, and providing food, entertainment, and childcare to boost participation in traditionally low-turnout groups like mothers and families.

PSAC also recommends that Metro endeavor to involve more members of the public in the agency’s advisory committee process. Participation is not limited to acting as a committee member. This can include increasing attendance and public comment at public advisory committee meetings, utilizing incentives like raffles and prizes to get new participants to attend meetings, or utilizing more frequent surveys and external focus groups to inform the recommendations of the advisory committee.

- **Expanding outreach methods:** While Metro outreach frequently taps into existing community events, Metro can consider hosting its own event or partnering with other municipal agencies to host a large-scale event. An event of this kind would be best hosted in an area where low-income Metro riders are concentrated. Events where Metro has representation are also an opportunity for volunteers to support Metro outreach. The agency should engage interested persons to represent the agency and provide support during events. **Another expanded method of connecting with community members could include designating staff to act as liaisons on community outreach topics for neighborhoods or regions. This position would offer a friendly point of contact who can build lasting relationships with local residents and stakeholders.**

Metro can also consider holding regularly-occurring meetings with target communities that are not tied to projects or improvements. This kind of “open door policy” will help build relations and knowledge sharing between the communities most in need of Metro services and Metro staff. Similar to Metro’s topical advisory committees, PSAC recommends that Metro form advisory committees based on locale and use this local knowledge to improve service and amenities in that region or neighborhood. One potential input from this process would be for local community members to provide in-depth feedback on their local stops and stations.

- **Bridging the digital divide:** PSAC calls for Metro to support people who have poor internet access, lack access to the necessary technology, or do not have the requisite skills to participate through a digital medium. This can include providing mobile hotspots in target areas, providing access to technologies like smartphones, laptops, or data plans, hosting technology skills training concurrent with other events, and hosting more in-person events within COVID protocols. Hosting in-person events can also be beneficial for members of the disability community who have communication barriers. Advertisements can also be placed outside of the digital space to reach

communities with low technological access. Locating Metro ads, meeting notices, and other announcements in local newspapers, television, and radio can aid in reaching these groups.

- **Language Accessibility:** PSAC calls for written, spoken, and recorded outreach materials to be written in the plain language and translated/interpreted into as many languages as possible. Plain language ensures that there are no barriers to understanding due to complicated jargon. Translation and interpretation are essential in LA County. The County has more than 180 languages spoken here, necessitating that Metro should act proactively to ensure translation or interpretation meet the needs of specific communities and does not have to occur as the result of a community member's request.¹ The agency should know their audience in a community when doing locational outreach.
- **Reaching unhoused riders:** As Metro is a key public good in Los Angeles County, it provides both transportation and shelter to many members of the unhoused community. PSAC recommends that Metro expand their engagement with the unhoused population on topics related to public safety, as well as the evaluation of Metro's homeless outreach programs. When reaching out to unhoused riders and soliciting feedback, it is essential to have compensation that can be meted out at the time of engagement. With many unhoused persons lacking a permanent address, sending compensation retroactively would prove difficult.
- **Artful, interactive, & community-focused:** PSAC recommends that outreach can also be creative and inspiring to community members. Artist activations or gamified programming can be a unique way of surveying. Metro should consider partnering with the LA County Arts Council and local artists to build out this programming.
- **Engagement on Customer Experience:** PSAC recommends that Metro allocate additional funding to engage more riders more frequently on Customer Experience topics, with a strong focus on the experience of customer service in stations and bus stops. As noted in many PSAC recommendations, the topics of service reliability, experience of stations and bus stops, personal security, homelessness, cleanliness, and other related topics hold a direct relation to transit riders' perceptions of public safety. The committee recommends that the agency prioritize an expanded outreach program on this topic to improve rider perceptions.
- **Creation of a Community Outreach advisory committee:** PSAC recommends that Metro create a standing advisory committee that advises on outreach methods and engagement outcomes for Metro projects and programs. This committee would be responsible for providing insight on connecting with hard-to-reach communities, overseeing the performance of Metro's various community engagement efforts, and ensuring that the agency is employing high-quality and equitable engagement strategies.
- **Improving community stewardship of underutilized Metro stations:** At this time, many Metro stations are spaces where riders pass through, rather than community destinations providing services and experiences outside of transit. In keeping with Metro's Transit-Oriented Community principles and the [Metro Board Motion 37 \(File #: 2020-0429\)](#) directive on improved community stewardship, the committee recommends that Metro allocate underutilized spaces at stations for community engagement purposes. This could include providing spaces for local vendors, offering space for community-based organizations to provide services and connect with residents, or offering space for artist installations. By allowing local experts to activate these spaces, it will create a greater feeling of connection between residents and their local stations, while improving safety outcomes via increased presence at the station.
- **Supporting riders prone to getting lost:** PSAC recommends that Metro implement staff liaisons and other programming supports to meet the needs of children, community elders, and other riders prone to getting lost on the system. This program could include creating a registry for these

¹ Barragan, Bianca. "More than Half of Los Angeles Speaks a Language Other than English at Home." *Curbed LA*, Curbed LA, 4 Nov. 2015, <https://la.curbed.com/2015/11/4/9904020/los-angeles-languages>.

riders, providing special TAP card passes identifying them as riders with special needs, assigning point of contact liaisons to these vulnerable riders, and providing training to Metro in-station staff on how to identify a rider in need and the proper protocols to take in that situation.

- **Additional Programs:** PSAC recommends that the following programs also have outreach conducted through a public safety lens:
 - Metro Micro
 - ACCESS Services
 - Low-Income Fare is Easy program & any fareless transit programs
 - UPass and Go Pass subsidized fare programs for college students
 - Building knowledge of and participation in Metro's advisory committees

Reframing Surveys for Public Safety

PSAC has articulated the following strategies for improving Metro's surveying practices:

- Engage in more frequent in-person surveys;
- Surveyors should be of the surveyed community or culturally competent and equipped with appropriate language skills;
- Deploy mechanisms that allows surveying at stops/stations without Metro staff e.g. through TAP card machines or purpose built infrastructure;
 - *Any newly implemented surveying mechanisms should provide real-time feedback to Metro staff.*
- Ensure that all survey participants are compensated for their time in a timely and accessible manner;
- And include the following topics as part of future surveys related to public safety:
 - Cleanliness of local stations
 - Quality of the amenities at local stations
 - Community needs for desired amenities at local stations
 - Quality of transit service
 - Opinions on non-law enforcement alternatives

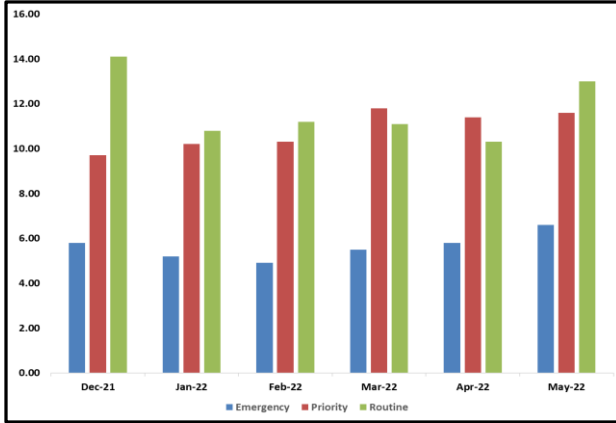
SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

MAY 2022

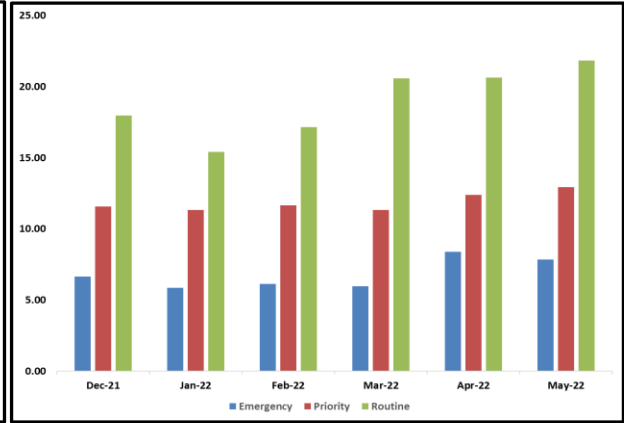
Average Incident Response Times

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

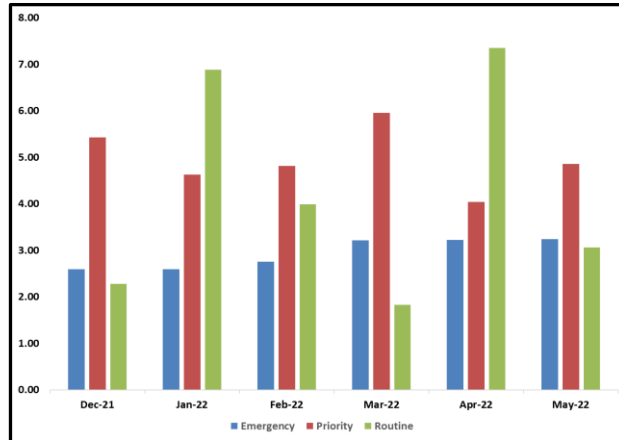
LAPD



LASD



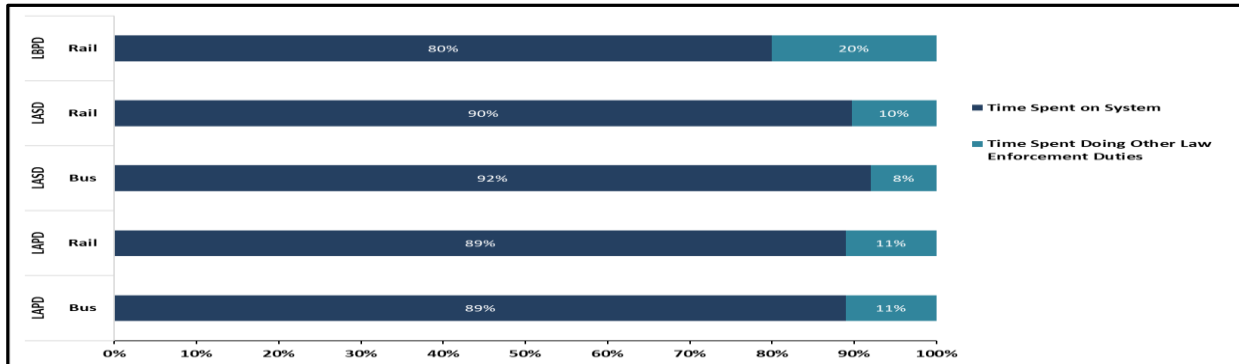
LBPD



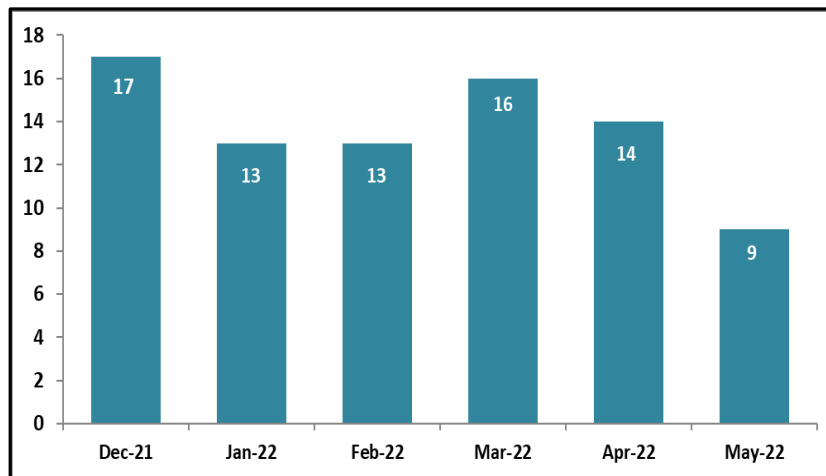
SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

MAY 2022

Percentage of Time Spent on the System



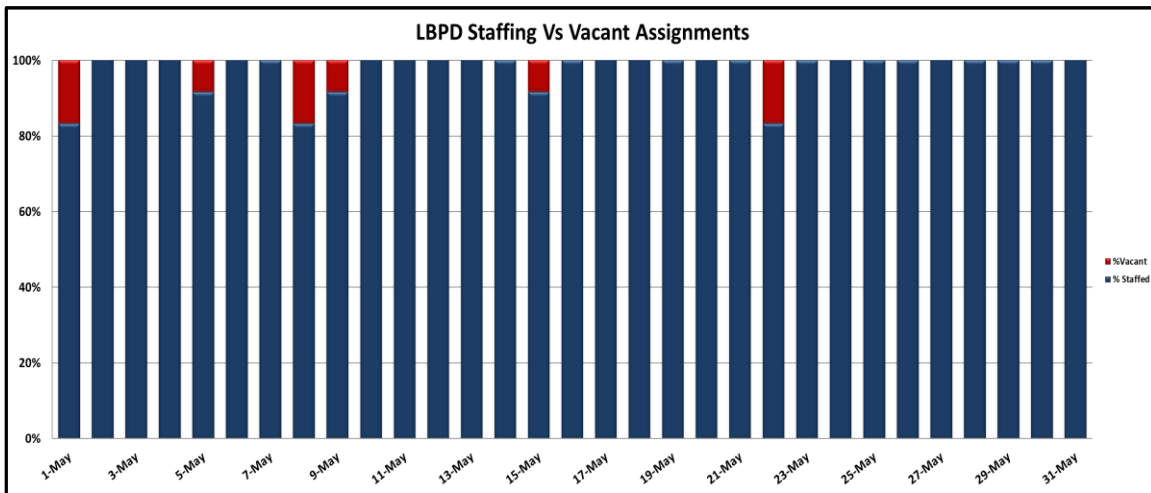
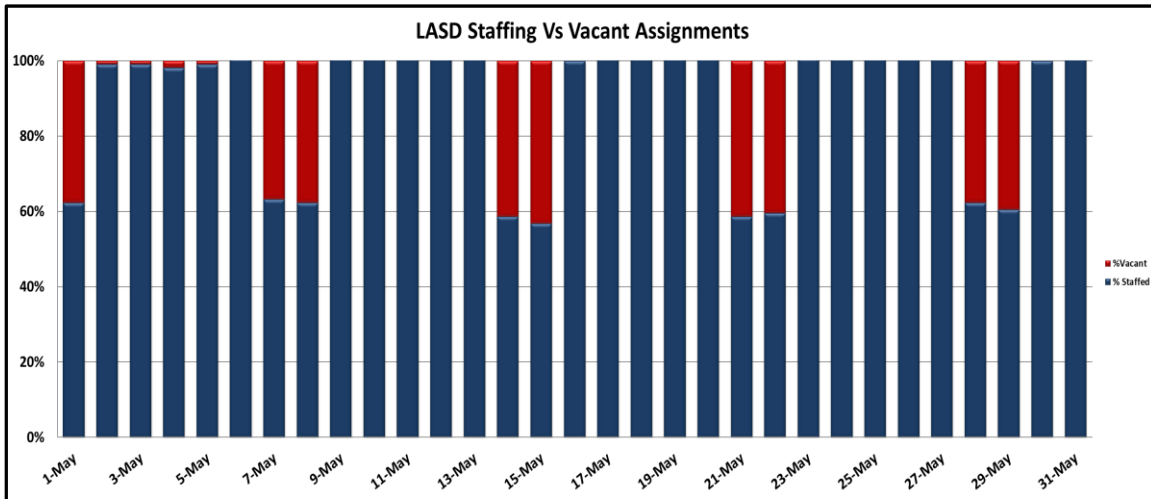
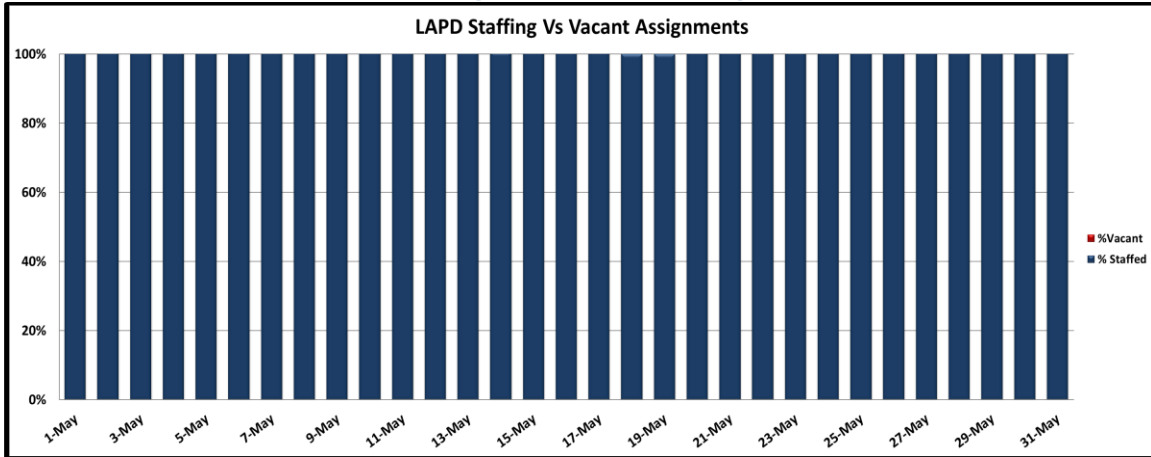
Bus Operator Assaults



SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

MAY 2022

Ratio of Staffing Levels vs Vacant Assignments

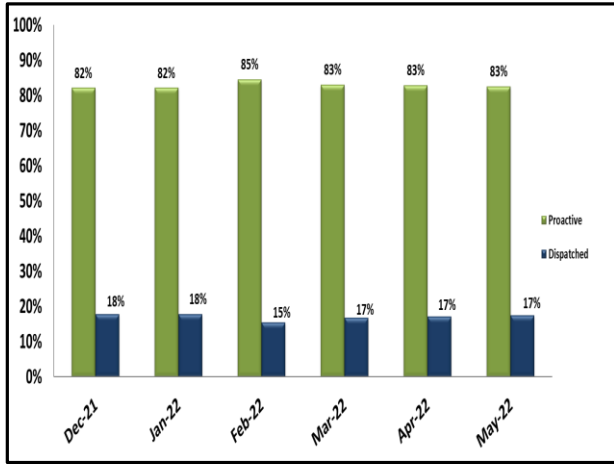


SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

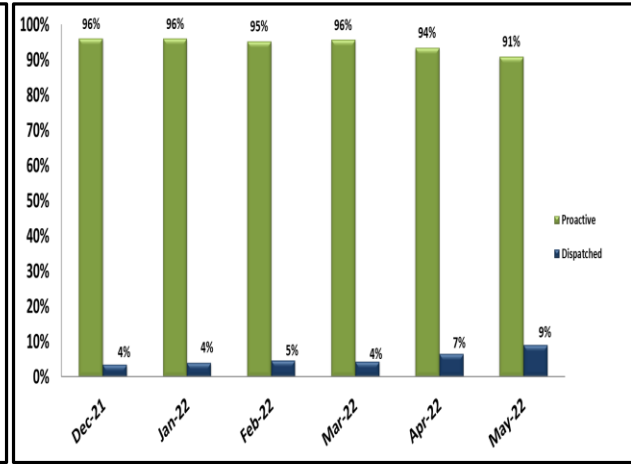
MAY 2022

Ratio of Proactive vs Dispatched Activity

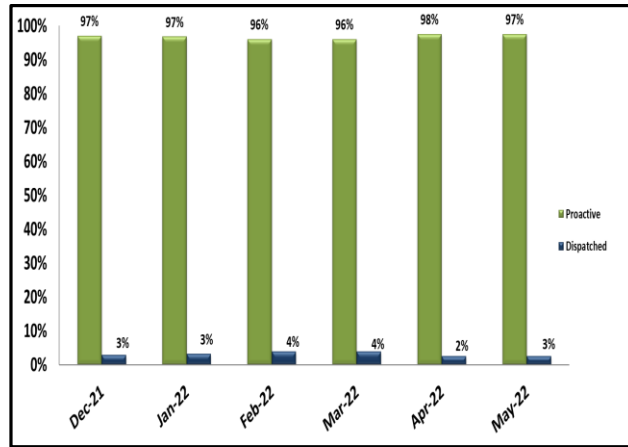
LAPD



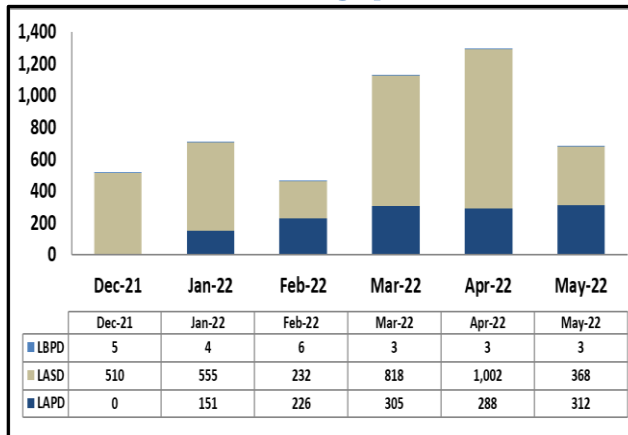
LASD



LBDP



Grade Crossing Operations



Grade Crossing Operation Locations May:

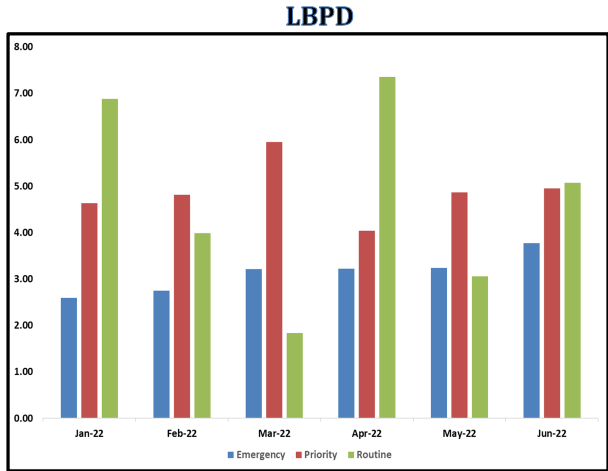
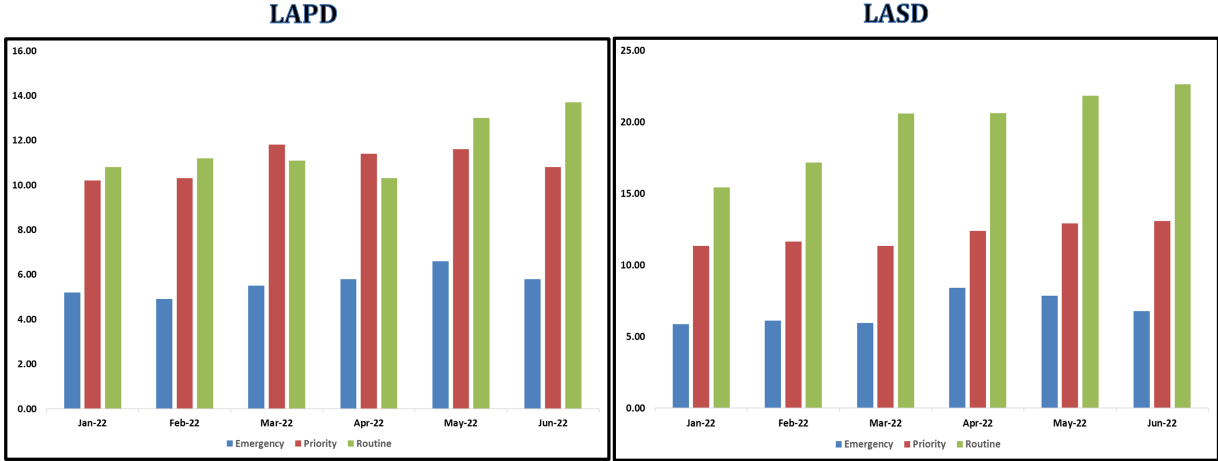
1. Blue Line Stations (236)
2. Expo Line Stations (124)
3. Gold Line Stations (323)

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JUNE 2022

Average Incident Response Times

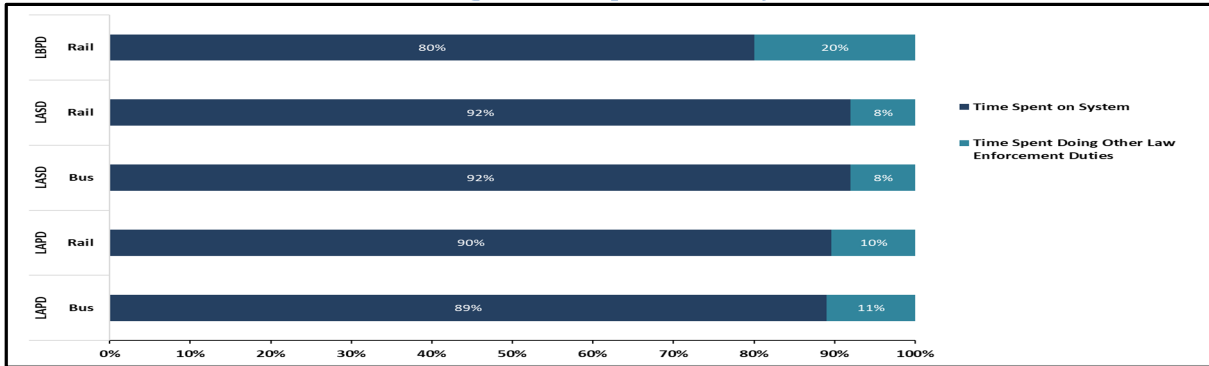
These graphs show how long it takes (in minutes) for LAPD, LASD, and LBPD to respond to Emergency, Priority, and Routine calls



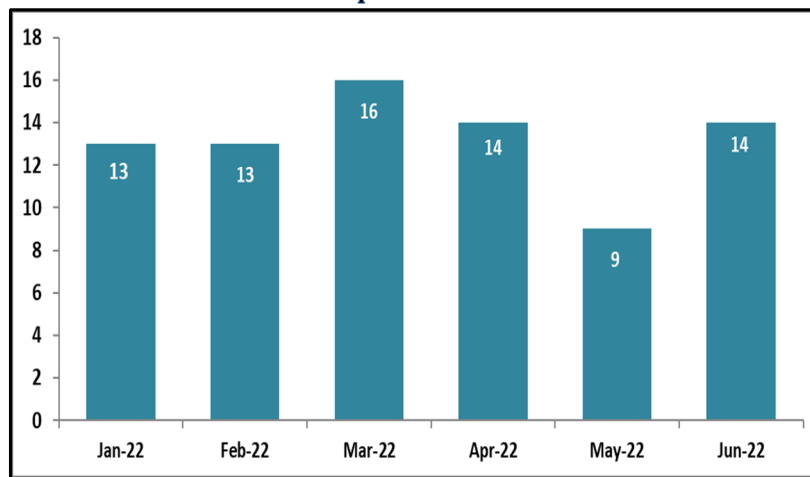
SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JUNE 2022

Percentage of Time Spent on the System



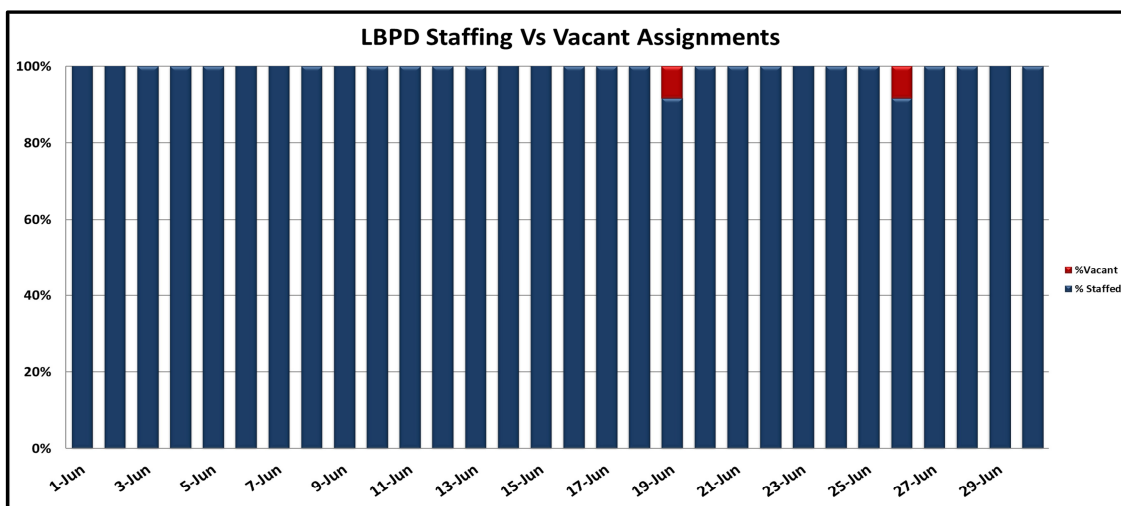
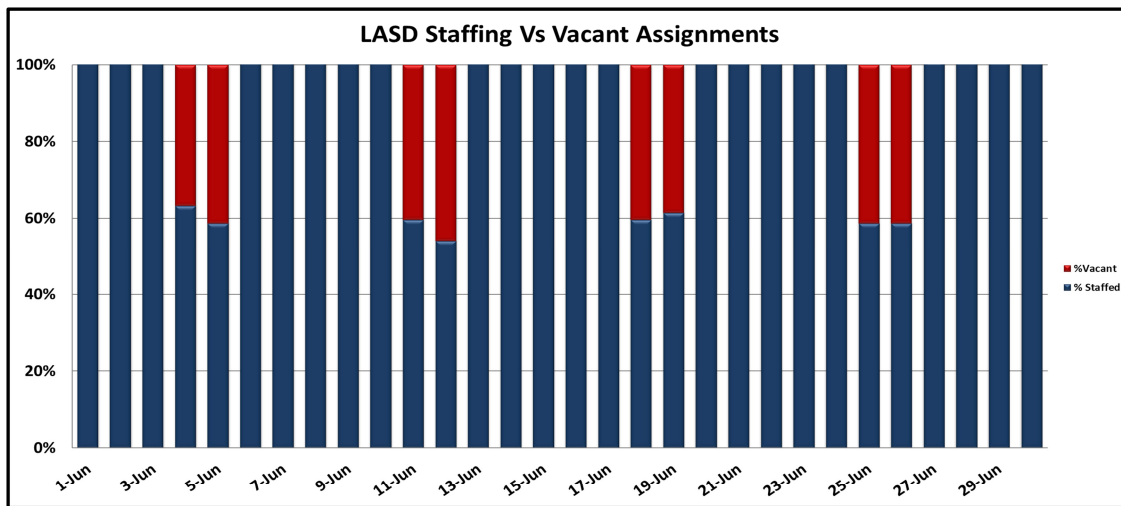
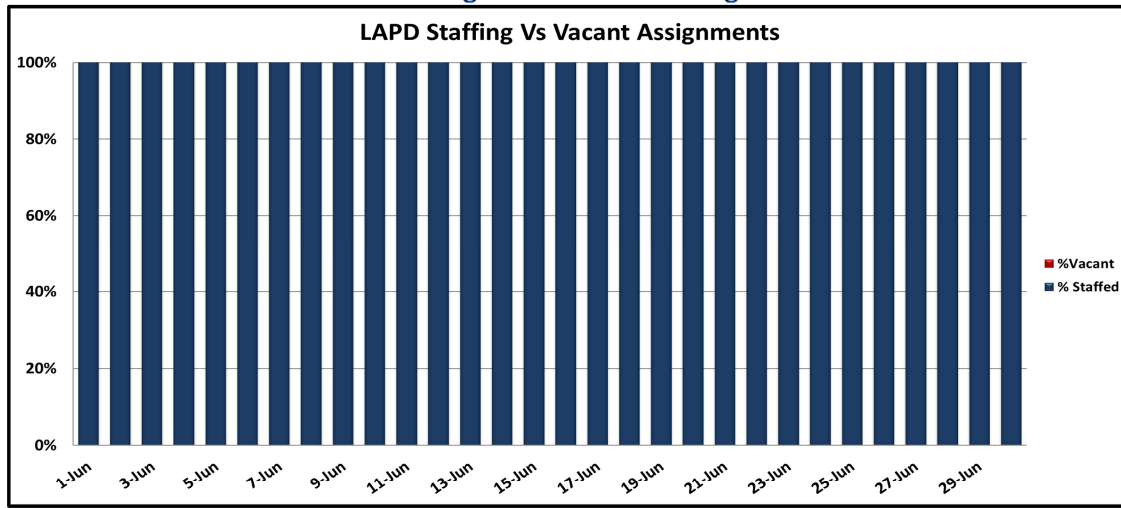
Bus Operator Assaults



SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JUNE 2022

Ratio of Staffing Levels vs Vacant Assignments

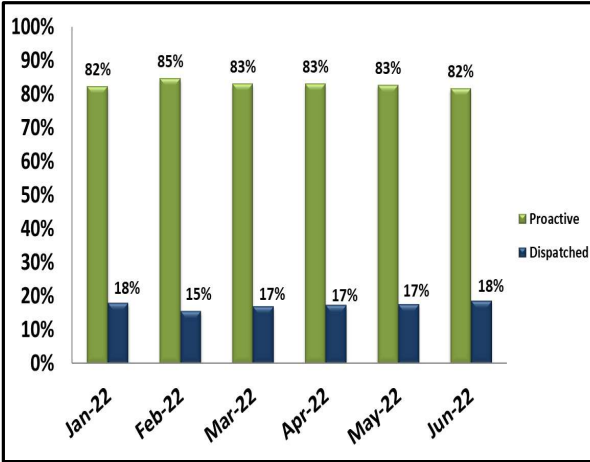


SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

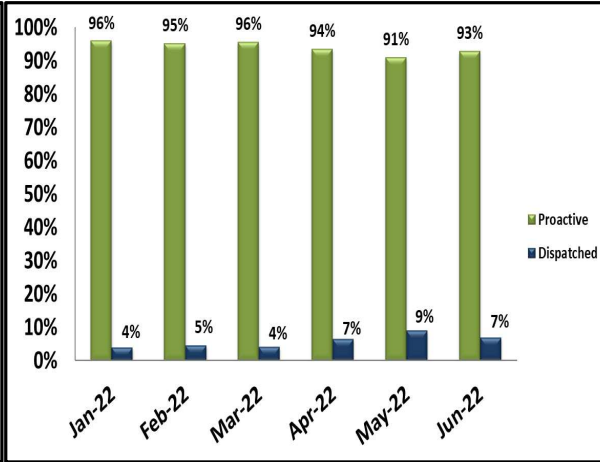
JUNE 2022

Ratio of Proactive vs Dispatched Activity

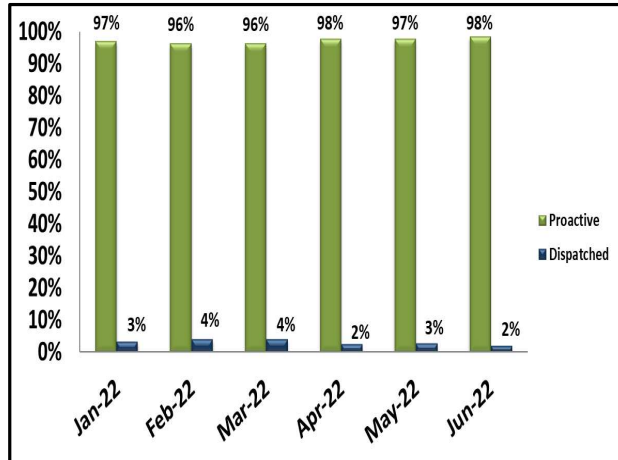
LAPD



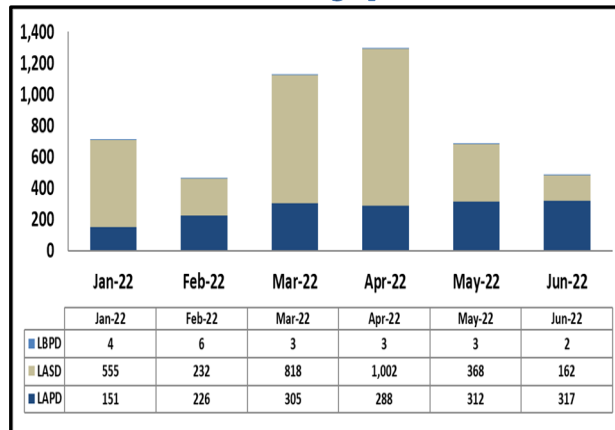
LASD



LBDP



Grade Crossing Operations



Grade Crossing Operation Locations June:

1. Blue Line Stations (211)
2. Expo Line Stations (89)
3. Gold Line Stations (181)

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBDP	FYTD
Homicide	0	0	0	1
Rape	0	0	0	1
Robbery	1	2	0	47
Aggravated Assault	2	0	1	65
Aggravated Assault on Operator	0	0	0	0
Battery	4	0	1	86
Battery Rail Operator	0	0	0	1
Sex Offenses	2	0	0	12
SUB-TOTAL	9	2	2	213
CRIMES AGAINST PROPERTY	LAPD	LASD	LBDP	FYTD
Burglary	0	0	0	6
Larceny	1	3	0	45
Bike Theft	0	0	0	3
Motor Vehicle Theft	0	0	0	3
Arson	0	0	0	3
Vandalism	3	5	1	38
SUB-TOTAL	4	8	1	98
CRIMES AGAINST SOCIETY	LAPD	LASD	LBDP	FYTD
Weapons	0	0	0	9
Narcotics	0	0	0	17
Trespassing	0	0	0	5
SUB-TOTAL	0	0	0	31
TOTAL	13	10	3	342

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	1	0	9
Pico	5	3	0	17
Grand/LATTC	0	0	0	10
San Pedro St	2	0	0	9
Washington	1	0	0	29
Vernon	0	0	0	12
Slauson	1	1	0	15
Florence	1	2	0	16
Firestone	0	0	0	29
103rd St/Watts Towers	0	0	0	9
Willowbrook/Rosa Parks	0	1	0	65
Compton	0	1	0	21
Artesia	0	2	0	29
Del Amo	0	1	0	17
Wardlow	0	0	0	10
Willow St	1	0	0	7
PCH	0	0	0	6
Anaheim St	1	0	0	4
5th St	0	1	0	2
1st St	0	0	0	1
Downtown Long Beach	0	0	0	16
Pacific Av	0	0	0	8
Blue Line Rail Yard	0	0	0	1
Total	13	13	0	342

ARRESTS				
AGENCY	LAPD	LASD	LBDP	FYTD
Felony	2	2	0	90
Misdemeanor	4	10	3	294
TOTAL	6	12	3	384

CITATIONS				
AGENCY	LAPD	LASD	LBDP	FYTD
Other Citations	0	8	0	172
Vehicle Code Citations	0	0	27	644
TOTAL	0	8	27	816

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBDP	FYTD
Routine	2	64	1	884
Priority	27	101	47	1,629
Emergency	1	17	16	313
TOTAL	30	182	64	2,826

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBDP
Dispatched	20%	5%	3%
Proactive	80%	95%	97%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	87%
Blue Line-LASD	82%
Blue Line-LBDP	80%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBDP	FYTD
Washington St	80	0	0	351
Flower St	38	0	0	131
103rd St	1	0	0	7
Wardlow Rd	0	0	3	63
Pacific Ave.	0	0	0	0
Willowbrook	0	34	0	635
Slauson	0	3	0	98
Firestone	0	10	0	123
Florence	0	13	0	220
Compton	0	26	0	524
Artesia	0	19	0	551
Del Amo	0	9	0	273
Long Beach Blvd	0	0	0	0
TOTAL	119	114	3	2,976

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	1	3
Robbery	0	6	39
Aggravated Assault	0	1	16
Aggravated Assault on Operator	0	0	1
Battery	1	0	23
Battery Rail Operator	0	0	1
Sex Offenses	0	0	7
SUB-TOTAL	1	8	91
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	0	4	20
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	1
Arson	0	0	0
Vandalism	1	0	33
SUB-TOTAL	1	4	55
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	6
Narcotics	0	1	5
Trespassing	0	0	3
SUB-TOTAL	0	2	14
TOTAL	2	14	160

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	3	43
Misdemeanor	0	4	49
TOTAL	0	7	92

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	7	99
Vehicle Code Citations	0	0	80
TOTAL	0	7	179

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	5	108	1,341
Priority	16	82	789
Emergency	0	11	94
TOTAL	21	201	2,224

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

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	0	1	1	13
Douglas	0	0	0	2
El Segundo	1	0	0	4
Mariposa	1	0	0	5
Aviation/LAX	0	1	0	7
Hawthorne/Lennox	1	1	0	14
Crenshaw	2	0	0	20
Vermont/Athens	1	2	0	10
Harbor Fwy	1	0	0	11
Avalon	0	0	0	10
Willowbrook/Rosa Parks	1	0	0	24
Long Beach Bl	0	0	0	15
Lakewood Bl	0	0	0	8
Norwalk	1	0	1	17
Total	9	5	2	160

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	90%
Green Line-LASD	92%

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	1	0	52
Aggravated Assault	2	0	42
Aggravated Assault on Operator	0	0	0
Battery	3	2	59
Battery Rail Operator	0	0	2
Sex Offenses	0	0	4
SUB-TOTAL	6	2	160
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	6	1	73
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	0
Arson	0	0	1
Vandalism	1	0	15
SUB-TOTAL	7	1	91
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	4
Narcotics	0	0	0
Trespassing	0	0	3
SUB-TOTAL	0	0	7
TOTAL	13	3	258

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	2	0	31
Misdemeanor	0	0	17
TOTAL	2	0	48

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	0	26
Vehicle Code Citations	0	0	2
TOTAL	1	0	28

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	10	41	731
Priority	39	17	808
Emergency	5	3	89
TOTAL	54	61	1,628

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

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	0	0	0	4
Pico	0	0	0	2
LATTC/Ortho Institute	0	0	0	8
Jefferson/USC	1	1	0	9
Expo Park/USC	0	0	0	9
Expo/Vermont	0	3	0	20
Expo/Western	1	2	0	42
Expo/Crenshaw	0	0	0	26
Farmdale	0	0	0	10
Expo/La Brea	1	0	0	26
La Cienega/Jefferson	1	0	0	13
Culver City	0	0	0	13
Palms	0	1	0	4
Westwood/Rancho Park	2	0	0	5
Expo/Sepulveda	0	0	0	13
Expo/Bundy	0	0	0	5
26th St/Bergamot	0	0	0	4
17th St/SMC	0	0	0	10
Downtown Santa Monica	2	1	0	35
Expo Line Rail Yard	0	0	0	0
Total	8	8	0	258

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	89%
Expo Line-LASD	96%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	78	0	412
Santa Monica	0	42	665
Culver City	N/A	4	94
TOTAL	78	46	1,171

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	5
Robbery	4	54
Aggravated Assault	9	111
Aggravated Assault on Operator	0	0
Battery	22	200
Battery Rail Operator	1	3
Sex Offenses	9	37
SUB-TOTAL	45	411
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	5	106
Bike Theft	0	6
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	6	62
SUB-TOTAL	11	174
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	6	42
SUB-TOTAL	6	42
TOTAL	62	627

ARRESTS		
AGENCY	LAPD	FYTD
Felony	6	74
Misdemeanor	8	73
TOTAL	14	147

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	8	56
Vehicle Code Citations	9	27
TOTAL	17	83

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	25	261
Priority	178	1,807
Emergency	8	160
TOTAL	211	2,228

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	20%
Proactive	80%
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	12	0	1	67
Civic Center/Grand Park	5	0	2	24
Pershing Square	4	0	1	43
7th St/Metro Ctr	2	0	0	60
Westlake/MacArthur Park	1	0	1	73
Wilshire/Vermont	5	2	1	53
Wilshire/Normandie	2	0	0	6
Vermont/Beverly	2	2	0	37
Wilshire/Western	0	0	0	14
Vermont/Santa Monica	2	1	0	35
Vermont/Sunset	2	0	0	21
Hollywood/Western	2	0	0	27
Hollywood/Vine	0	0	0	28
Hollywood/Highland	0	2	0	40
Universal City/Studio City	1	0	0	31
North Hollywood	6	3	0	67
Red Line Rail Yard	0	0	0	0
Total	46	10	6	626

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	1	1	14
Aggravated Assault	0	2	20
Aggravated Assault on Operator	0	0	0
Battery	2	4	30
Battery Rail Operator	0	0	1
Sex Offenses	0	0	8
SUB-TOTAL	3	7	74
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	1	2	28
Bike Theft	0	0	7
Motor Vehicle Theft	0	0	3
Arson	0	0	1
Vandalism	0	0	40
SUB-TOTAL	1	2	80
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	1
Narcotics	0	0	9
Trespassing	0	0	8
SUB-TOTAL	0	0	18
TOTAL	4	9	172

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	2	2	48
Misdemeanor	2	4	124
TOTAL	4	6	172

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	11	175
Vehicle Code Citations	0	0	31
TOTAL	1	11	206

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	2	151	1,797
Priority	26	123	1,271
Emergency	3	11	128
TOTAL	31	285	3,196

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	11%
Proactive	80%	89%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	0	0	12
Azusa Downtown	0	0	0	9
Irwindale	0	1	0	9
Duarte/City of Hope	0	0	0	8
Monrovia	0	0	0	9
Arcadia	0	0	0	12
Sierra Madre Villa	1	0	0	21
Allen	0	1	0	4
Lake	3	0	0	9
Memorial Park	1	0	0	8
Del Mar	0	0	0	3
Fillmore	0	0	0	5
South Pasadena	0	0	0	4
Highland Park	0	0	0	4
Southwest Museum	0	0	0	10
Heritage Square	0	1	0	4
Lincoln/Cypress	0	0	0	3
Chinatown	0	0	0	5
Union Station	3	0	0	9
Little Tokyo/Arts Dist	0	0	0	0
Pico/Aliso	0	0	0	4
Mariachi Plaza	0	0	0	4
Soto	0	0	0	5
Indiana (both LAPD & LASD)	0	0	0	2
Maravilla	0	0	0	2
East LA Civic Ctr	2	0	0	2
Atlantic	0	0	0	5
Total	10	3	0	172

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	64	0	240
Arcadia Station	0	15	188
Irwindale	0	19	349
Monrovia	0	7	159
City of Pasadena	0	56	650
Magnolia Ave	0	0	8
Duarte Station	0	17	234
City Of Azusa	0	47	356
South Pasadena	0	8	91
City Of East LA	0	39	634
Figueroa St	51	0	142
TOTAL GOAL= 10	115	208	3,051

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	2	7
Aggravated Assault	2	14
Aggravated Assault on Operator	0	0
Battery	0	15
Battery Bus Operator	0	3
Sex Offenses	1	1
SUB-TOTAL	5	40
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	3
Bike Theft	0	1
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	0	6
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	5	46

ARRESTS		
AGENCY	LAPD	FYTD
Felony	0	9
Misdemeanor	0	7
TOTAL	0	16

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	46	344
Vehicle Code Citations	208	886
TOTAL	254	1,230

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	0	11
Priority	14	75
Emergency	0	1
TOTAL	14	87

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	15%
Proactive	85%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	90%

LEGEND	
Los Angeles Police Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	0	9
Laurel Canyon	0	0	0	2
Valley College	0	0	0	0
Woodman	0	0	0	2
Van Nuys	1	0	0	7
Sepulveda	0	0	0	4
Woodley	1	0	0	1
Balboa	1	0	0	3
Reseda	1	0	0	5
Tampa	0	0	0	1
Pierce College	0	0	0	2
De Soto	1	0	0	2
Canoga	0	0	0	3
Warner Center	0	0	0	0
Sherman Way	0	0	0	2
Roscoe	0	0	0	0
Nordhoff	0	0	0	2
Chatsworth	0	0	0	1
Total	5	0	0	46

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	1	0	2
Aggravated Assault	0	0	4
Aggravated Assault on Operator	0	0	0
Battery	1	0	5
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	2	0	12
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	6
Bike Theft	0	0	1
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	1	0	7
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	1
Trespassing	0	0	1
SUB-TOTAL	0	0	2
TOTAL	3	0	21

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	5
Misdemeanor	0	0	11
TOTAL	0	0	16

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	89	0	409
Vehicle Code Citations	295	0	1,139
TOTAL	384	0	1,548

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	5	39
Priority	5	1	39
Emergency	0	1	6
TOTAL	6	7	84

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	16%	4%
Proactive	84%	96%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	91%
Silver Line- LASD	93%

Los Angeles Police Department
Los Angeles County Sheriff's Department

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	1	0	0	3
Downtown	0	0	0	1
37th St/USC	0	0	0	0
Slauson	0	0	0	3
Manchester	0	0	0	1
Harbor Fwy	1	1	0	6
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	0	0	0	6
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	0
Total	2	1	0	21

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	1	0	1
Robbery	6	1	54
Aggravated Assault	8	6	99
Aggravated Assault on Operator	2	1	35
Battery	15	2	252
Battery Bus Operator	4	1	98
Sex Offenses	1	0	19
SUB-TOTAL	37	11	559
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	3
Larceny	14	3	117
Bike Theft	0	1	17
Motor Vehicle Theft	0	1	7
Arson	0	0	0
Vandalism	6	3	85
SUB-TOTAL	20	8	229
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	2	10
Narcotics	0	8	52
Trespassing	0	0	6
SUB-TOTAL	0	10	68
TOTAL	57	29	856

LASD's Crimes per Sector		
Sector		FYTD
Westside	3	41
San Fernando	0	13
San Gabriel Valley	5	57
Gateway Cities	13	97
South Bay	8	91
Total	29	299

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	2	19
West Valley	2	11
North Hollywood	2	25
Foothill	2	10
Devonshire	1	7
Mission	2	11
Topanga	2	9
Central Bureau		
Central	5	72
Rampart	5	43
Hollenbeck	5	17
Northeast	2	23
Newton	3	33
West Bureau		
Hollywood	2	23
Wilshire	6	36
West LA	1	13
Pacific	1	16
Olympic	6	55
Southwest Bureau		
Southwest	5	57
Harbor	0	3
77th Street	2	53
Southeast	1	21
Total	57	557

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	2	9	96
Misdemeanor	4	34	421
TOTAL	6	43	517

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	3	53	608
Vehicle Code Citations	0	8	147
TOTAL	3	61	755

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	2	90	1,596
Priority	9	130	1,389
Emergency	0	15	147
TOTAL	11	235	3,132

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	15%	2%
Proactive	85%	98%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	89%
LASD BUS	92%

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

UNION STATION

ATTACHMENT J

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2022

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	2
Robbery	4	23
Aggravated Assault	0	25
Aggravated Assault on Operator	0	0
Battery	13	130
Battery Rail Operator	0	0
Sex Offenses	1	12
SUB-TOTAL	18	192
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	5
Larceny	1	62
Bike Theft	2	8
Motor Vehicle Theft	0	2
Arson	0	0
Vandalism	1	25
SUB-TOTAL	4	102
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	1	22
SUB-TOTAL	1	22
TOTAL	23	316

ARRESTS		
AGENCY	LAPD	FYTD
Felony	5	63
Misdemeanor	15	88
TOTAL	20	151

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	2	10
Vehicle Code Citations	0	14
TOTAL	2	24

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	15	122
Priority	51	551
Emergency	8	31
TOTAL	74	704

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	20%
Proactive	80%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	89%

LEGEND
Los Angeles Police Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPDP	FYTD
Homicide	0	0	0	1
Rape	0	0	0	1
Robbery	3	1	1	52
Aggravated Assault	0	5	0	70
Aggravated Assault on Operator	0	0	0	0
Battery	1	3	3	93
Battery Rail Operator	0	0	0	1
Sex Offenses	0	0	0	12
SUB-TOTAL	4	9	4	230
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPDP	FYTD
Burglary	0	0	0	6
Larceny	2	2	3	52
Bike Theft	0	0	0	3
Motor Vehicle Theft	0	0	0	3
Arson	0	0	0	3
Vandalism	0	1	0	39
SUB-TOTAL	2	3	3	106
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPDP	FYTD
Weapons	0	2	1	12
Narcotics	0	10	0	27
Trespassing	0	0	0	5
SUB-TOTAL	0	12	1	44
TOTAL	6	24	8	380

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	0	0	0	9
Pico	2	0	0	19
Grand/LATTC	0	0	0	10
San Pedro St	1	1	0	11
Washington	1	1	0	31
Vernon	0	0	0	12
Slauson	1	0	5	21
Florence	0	1	1	18
Firestone	1	0	1	31
103rd St/Watts Towers	0	0	0	9
Willowbrook/Rosa Parks	4	1	3	73
Compton	0	0	0	21
Artesia	3	0	2	34
Del Amo	0	1	0	18
Wardlow	0	0	0	10
Willow St	1	1	0	9
PCH	0	0	0	6
Anaheim St	2	1	0	7
5th St	0	0	0	2
1st St	0	0	0	1
Downtown Long Beach	0	1	1	18
Pacific Av	1	0	0	9
Blue Line Rail Yard	0	0	0	1
Total	17	8	13	380

ARRESTS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Felony	1	13	2	106
Misdemeanor	1	98	0	393
TOTAL	2	111	2	499

CITATIONS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Other Citations	0	45	0	217
Vehicle Code Citations	1	5	13	663
TOTAL	1	50	13	880

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPDP	FYTD
Routine	1	57	4	946
Priority	12	95	30	1,766
Emergency	1	15	13	342
TOTAL	14	167	47	3,054

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPDP
Dispatched	18%	6%	2%
Proactive	82%	94%	98%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	89%
Blue Line-LASD	85%
Blue Line-LBPDP	80%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPDP	FYTD
Washington St	76	0	0	427
Flower St	34	0	0	165
103rd St	1	0	0	8
Wardlow Rd	0	0	2	65
Pacific Ave.	0	0	0	0
Willowbrook	0	21	0	656
Slauson	0	6	0	104
Firestone	0	13	0	136
Florence	0	23	0	243
Compton	0	9	0	533
Artesia	0	19	0	570
Del Amo	0	7	0	280
Long Beach Blvd	0	0	0	0
TOTAL	111	98	2	3,187

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	1	0	4
Robbery	0	5	44
Aggravated Assault	0	1	17
Aggravated Assault on Operator	0	0	1
Battery	1	0	24
Battery Rail Operator	0	0	1
Sex Offenses	0	0	7
SUB-TOTAL	2	6	99
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	1	1	22
Bike Theft	0	1	1
Motor Vehicle Theft	0	0	1
Arson	0	0	0
Vandalism	0	4	37
SUB-TOTAL	1	6	62
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	7
Narcotics	0	4	9
Trespassing	0	1	4
SUB-TOTAL	0	6	20
TOTAL	3	18	181

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	10	53
Misdemeanor	0	17	66
TOTAL	0	27	119

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	45	144
Vehicle Code Citations	7	2	89
TOTAL	7	47	233

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	6	123	1,470
Priority	10	81	880
Emergency	1	17	112
TOTAL	17	221	2,462

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	17%	12%
Proactive	83%	88%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	91%
Green Line-LASD	94%

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

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	1	1	0	15
Douglas	0	1	0	3
El Segundo	0	1	0	5
Mariposa	0	0	0	5
Aviation/LAX	0	0	0	7
Hawthorne/Lennox	1	0	1	16
Crenshaw	0	1	0	21
Vermont/Athens	2	0	2	14
Harbor Fwy	1	1	0	13
Avalon	1	0	0	11
Willowbrook/Rosa Parks	0	0	0	24
Long Beach BI	1	0	1	17
Lakewood BI	1	0	0	9
Norwalk	0	2	2	21
Total	8	7	6	181

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	6	0	58
Aggravated Assault	8	1	51
Aggravated Assault on Operator	0	0	0
Battery	3	1	63
Battery Rail Operator	0	0	2
Sex Offenses	1	0	5
SUB-TOTAL	18	2	180
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	6	0	79
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	0
Arson	0	0	1
Vandalism	0	0	15
SUB-TOTAL	6	0	97
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	4
Narcotics	0	2	2
Trespassing	0	0	3
SUB-TOTAL	0	2	9
TOTAL	24	4	286

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	1	33
Misdemeanor	1	9	27
TOTAL	2	10	60

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	3	23	52
Vehicle Code Citations	0	0	2
TOTAL	3	23	54

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	9	45	785
Priority	53	32	893
Emergency	6	5	100
TOTAL	68	82	1,778

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	17%	15%
Proactive	83%	85%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	89%
Expo Line-LASD	97%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	82	0	494
Santa Monica	0	7	672
Culver City	N/A	0	94
TOTAL	82	7	1,260

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

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	5
Pico	1	0	0	3
LATTC/Ortho Institute	0	0	0	8
Jefferson/USC	1	1	0	11
Expo Park/USC	4	0	0	13
Expo/Vermont	0	0	0	20
Expo/Western	4	2	0	48
Expo/Crenshaw	2	2	0	30
Farmdale	3	0	0	13
Expo/La Brea	1	0	0	27
La Cienega/Jefferson	0	0	0	13
Culver City	1	0	0	14
Palms	0	0	0	4
Westwood/Rancho Park	1	1	0	7
Expo/Sepulveda	0	0	0	13
Expo/Bundy	0	0	0	5
26th St/Bergamot	1	0	0	5
17th St/SMC	0	0	0	10
Downtown Santa Monica	0	0	2	37
Expo Line Rail Yard	0	0	0	0
Total	20	6	2	286

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	5
Robbery	5	59
Aggravated Assault	12	123
Aggravated Assault on Operator	0	0
Battery	12	212
Battery Rail Operator	0	3
Sex Offenses	0	37
SUB-TOTAL	29	440
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	12	118
Bike Theft	0	6
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	4	66
SUB-TOTAL	16	190
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	1	43
SUB-TOTAL	1	43
TOTAL	46	673

ARRESTS		
AGENCY	LAPD	FYTD
Felony	3	77
Misdemeanor	5	78
TOTAL	8	155

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	4	60
Vehicle Code Citations	10	37
TOTAL	14	97

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	24	285
Priority	157	1,964
Emergency	14	174
TOTAL	195	2,423

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	20%
Proactive	80%
TOTAL	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	2	0	0	69
Civic Center/Grand Park	2	2	0	28
Pershing Square	3	1	0	47
7th St/Metro Ctr	1	1	0	62
Westlake/MacArthur Park	7	3	1	84
Wilshire/Vermont	1	2	0	56
Wilshire/Normandie	0	0	0	6
Vermont/Beverly	2	1	0	40
Wilshire/Western	0	0	0	14
Vermont/Santa Monica	2	1	0	38
Vermont/Sunset	1	0	0	22
Hollywood/Western	3	1	0	31
Hollywood/Vine	2	1	0	31
Hollywood/Highland	2	0	0	42
Universal City/Studio City	1	2	0	34
North Hollywood	0	1	0	68
Red Line Rail Yard	0	0	0	0
Total	29	16	1	672

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	89%

LEGEND
Los Angeles Police Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	1	2	17
Aggravated Assault	0	1	21
Aggravated Assault on Operator	0	0	0
Battery	2	1	33
Battery Rail Operator	0	0	1
Sex Offenses	0	1	9
SUB-TOTAL	3	5	82
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	1	2
Larceny	1	1	30
Bike Theft	0	1	8
Motor Vehicle Theft	0	0	3
Arson	0	0	1
Vandalism	0	0	40
SUB-TOTAL	1	3	84
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	1
Narcotics	0	4	13
Trespassing	0	3	11
SUB-TOTAL	0	7	25
TOTAL	4	15	191

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	6	54
Misdemeanor	2	42	168
TOTAL	2	48	222

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	89	264
Vehicle Code Citations	5	0	36
TOTAL	5	89	300

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	8	147	1,952
Priority	19	77	1,367
Emergency	0	6	134
TOTAL	27	230	3,453

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	21%	6%
Proactive	79%	94%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	1	1	14
Azusa Downtown	0	0	3	12
Irwindale	0	1	0	10
Duarte/City of Hope	1	0	0	9
Monrovia	1	0	1	11
Arcadia	1	0	0	13
Sierra Madre Villa	0	0	0	21
Allen	0	0	1	5
Lake	0	0	0	9
Memorial Park	2	0	0	10
Del Mar	0	0	0	3
Fillmore	0	0	1	6
South Pasadena	0	0	0	4
Highland Park	2	0	0	6
Southwest Museum	0	0	0	10
Heritage Square	0	0	0	4
Lincoln/Cypress	0	0	0	3
Chinatown	0	0	0	5
Union Station	0	1	0	10
Little Tokyo/Arts Dist	0	0	0	0
Pico/Aliso	0	0	0	4
Mariachi Plaza	0	0	0	4
Soto	1	0	0	6
Indiana (both LAPD & LASD)	0	0	0	2
Maravilla	0	0	0	2
East LA Civic Ctr	0	0	0	2
Atlantic	0	1	0	6
Total	8	4	7	191

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	90%
Gold Line-LASD	92%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	69	0	309
Arcadia Station	0	2	190
Irwindale	0	14	363
Monrovia	0	3	162
City of Pasadena	0	17	667
Magnolia Ave	0	0	8
Duarte Station	0	3	237
City Of Azusa	0	11	367
South Pasadena	0	5	96
City Of East LA	0	2	636
Figueroa St	55	0	197
TOTAL GOAL= 10	124	57	3,232

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

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	8
Aggravated Assault	0	14
Aggravated Assault on Operator	0	0
Battery	0	15
Battery Bus Operator	1	4
Sex Offenses	0	1
SUB-TOTAL	2	42
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	2	5
Bike Theft	0	1
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	3
SUB-TOTAL	3	9
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	5	51

ARRESTS		
AGENCY	LAPD	FYTD
Felony	2	11
Misdemeanor	0	7
TOTAL	2	18

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	25	369
Vehicle Code Citations	121	1,007
TOTAL	146	1,376

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	0	11
Priority	6	81
Emergency	0	1
TOTAL	6	93

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	15%
Proactive	85%
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	9
Laurel Canyon	0	0	0	2
Valley College	0	0	0	0
Woodman	0	0	0	2
Van Nuys	0	0	0	7
Sepulveda	0	0	0	4
Woodley	0	0	0	1
Balboa	0	0	0	3
Reseda	0	1	0	6
Tampa	0	0	0	1
Pierce College	0	0	0	2
De Soto	0	0	0	2
Canoga	0	1	0	4
Warner Center	0	0	0	0
Sherman Way	0	0	0	2
Roscoe	1	1	0	2
Nordhoff	0	0	0	2
Chatsworth	1	0	0	2
Total	2	3	0	51

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	0	0	2
Aggravated Assault	1	0	5
Aggravated Assault on Operator	0	0	0
Battery	0	0	5
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	1	0	13
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	6
Bike Theft	0	0	1
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	0	0	7
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	1
Trespassing	0	0	1
SUB-TOTAL	0	0	2
TOTAL	1	0	22

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	5
Misdemeanor	1	3	15
TOTAL	1	3	20

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	36	0	445
Vehicle Code Citations	177	0	1,316
TOTAL	213	0	1,761

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	0	40
Priority	3	2	44
Emergency	0	0	6
TOTAL	4	2	90

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	16%	1%
Proactive	84%	99%
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	3
Downtown	0	0	0	1
37th St/USC	0	0	0	0
Slauson	0	0	0	3
Manchester	1	0	0	2
Harbor Fwy	0	0	0	6
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	0	0	0	6
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	0
Total	1	0	0	22

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	90%
Silver Line- LASD	98%

Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	1
Robbery	8	2	64
Aggravated Assault	8	1	108
Aggravated Assault on Operator	1	1	37
Battery	20	5	277
Battery Bus Operator	10	1	109
Sex Offenses	3	0	22
SUB-TOTAL	50	10	619
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	3
Larceny	10	1	128
Bike Theft	1	2	20
Motor Vehicle Theft	0	0	7
Arson	0	0	0
Vandalism	3	4	92
SUB-TOTAL	14	7	250
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	2	12
Narcotics	0	8	60
Trespassing	0	1	7
SUB-TOTAL	0	11	79
TOTAL	64	28	948

LASD's Crimes per Sector		
Sector		FYTD
Westside	4	45
San Fernando	1	14
San Gabriel Valley	3	60
Gateway Cities	16	113
South Bay	4	95
Total	28	327

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	1	20
West Valley	0	11
North Hollywood	1	26
Foothill	1	11
Devonshire	0	7
Mission	1	12
Topanga	1	10
Central Bureau		
Central	8	80
Rampart	1	44
Hollenbeck	0	17
Northeast	4	27
Newton	3	36
West Bureau		
Hollywood	6	29
Wilshire	3	39
West LA	2	15
Pacific	1	17
Olympic	13	68
Southwest Bureau		
Southwest	13	70
Harbor	0	3
77th Street	4	57
Southeast	1	22
Total	64	621

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	3	14	113
Misdemeanor	3	48	472
TOTAL			585

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	116	725
Vehicle Code Citations	1	22	170
TOTAL	2	138	895

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	5	109	1,710
Priority	18	150	1,557
Emergency	1	16	164
TOTAL	24	275	3,431

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	21%	2%
Proactive	79%	98%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	89%
LASD BUS	92%

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

UNION STATION

ATTACHMENT J

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2022

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	2
Robbery	0	23
Aggravated Assault	1	26
Aggravated Assault on Operator	0	0
Battery	11	141
Battery Rail Operator	0	0
Sex Offenses	3	15
SUB-TOTAL	15	207
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	5
Larceny	6	68
Bike Theft	1	9
Motor Vehicle Theft	0	2
Arson	0	0
Vandalism	2	27
SUB-TOTAL	9	111
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	1	23
SUB-TOTAL	1	23
TOTAL	25	341

ARRESTS		
AGENCY	LAPD	FYTD
Felony	7	70
Misdemeanor	8	96
TOTAL	15	166

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	3	13
Vehicle Code Citations	1	15
TOTAL	4	28

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	9	131
Priority	50	601
Emergency	5	36
TOTAL	64	768

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	16%
Proactive	84%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	89%

LEGEND	
Los Angeles Police Department	

Transit Police

Monthly Crime Report



Attachment K

	2021	2022
	May	May
CRIMES AGAINST PERSONS		
Homicide	0	0
Rape	1	2
Robbery	17	30
Aggravated Assault	39	33
Aggravated Assault on Operator	1	3
Battery	50	70
Battery on Operator	7	6
Sex Offenses	5	14
SUB-TOTAL	120	158
CRIMES AGAINST PROPERTY		
Burglary	2	0
Larceny	35	42
Bike Theft	5	3
Motor Vehicle Theft	1	1
Arson	3	0
Vandalism	23	27
SUB-TOTAL	69	73
CRIMES AGAINST SOCIETY		
Weapons	5	3
Narcotics	19	9
Trespassing	6	7
SUB-TOTAL	30	19
TOTAL	219	250
ENFORCEMENT EFFORTS		
Arrests	42	123
Citations	187	776
Calls for Service	1,367	1,487

Transit Police

Monthly Crime Report



Attachment K

	2021	2022
	June	June
CRIMES AGAINST PERSONS		
Homicide	1	0
Rape	0	1
Robbery	24	35
Aggravated Assault	42	39
Aggravated Assault on Operator	0	2
Battery	55	63
Battery on Operator	5	12
Sex Offenses	6	8
SUB-TOTAL	133	160
CRIMES AGAINST PROPERTY		
Burglary	2	1
Larceny	31	48
Bike Theft	5	6
Motor Vehicle Theft	1	0
Arson	1	0
Vandalism	23	19
SUB-TOTAL	63	74
CRIMES AGAINST SOCIETY		
Weapons	4	6
Narcotics	19	28
Trespassing	12	7
SUB-TOTAL	35	41
TOTAL	231	275
ENFORCEMENT EFFORTS		
Arrests	131	233
Citations	237	755
Calls for Service	1,339	1,443

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

MAY 2022

Crimes

Monthly	System-Wide	May-21	May-22	% Change
	Crimes Against Persons	120	158	31.67%
	Crimes Against Property	69	73	5.80%
	Crimes Against Society	30	19	-36.67%
	Total	219	250	14.16%

Six Months	System-Wide	Dec-20-May-21	Dec-21-May-22	% Change
	Crimes Against Persons	658	1,003	52.43%
	Crimes Against Property	334	482	44.31%
	Crimes Against Society	156	109	-30.13%
	Total	1,148	1,594	38.85%

Annual	System-Wide	Jun-20-May-21	Jun-21-May-22	% Change
	Crimes Against Persons	1,317	1,885	43.13%
	Crimes Against Property	647	905	39.88%
	Crimes Against Society	252	239	-5.16%
	Total	2,216	3,029	36.69%

Average Emergency Response Times

Monthly	May-21	May-22	Change in Seconds	% Change
	3:54	5:53	119	50.85%

Six Months	Dec-20-May-21	Dec-21-May-22	Change in Seconds	% Change
	4:16	5:07	51	19.92%

Annual	Jun-20-May-21	Jun-21-May-22	Change in Seconds	% Change
	4:35	4:58	23	8.36%

Bus Operator Assaults

Monthly	May-21	May-22	% Change
	8	9	12.50%

Six Months	Dec-20-May-21	Dec-21-May-22	% Change
	41	82	100.00%

Annual	Jun-20-May-21	Jun-21-May-22	% Change
	81	149	83.95%

Ridership

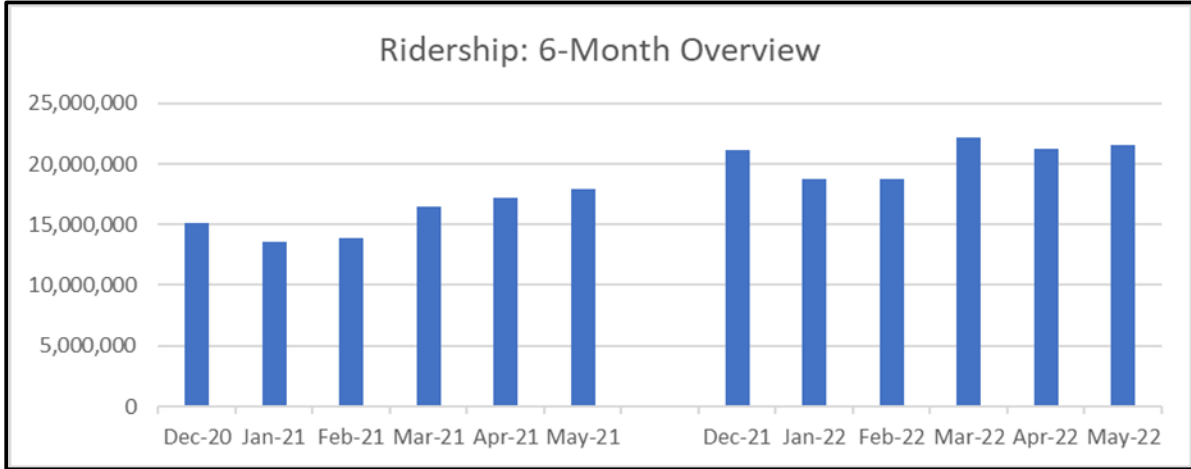
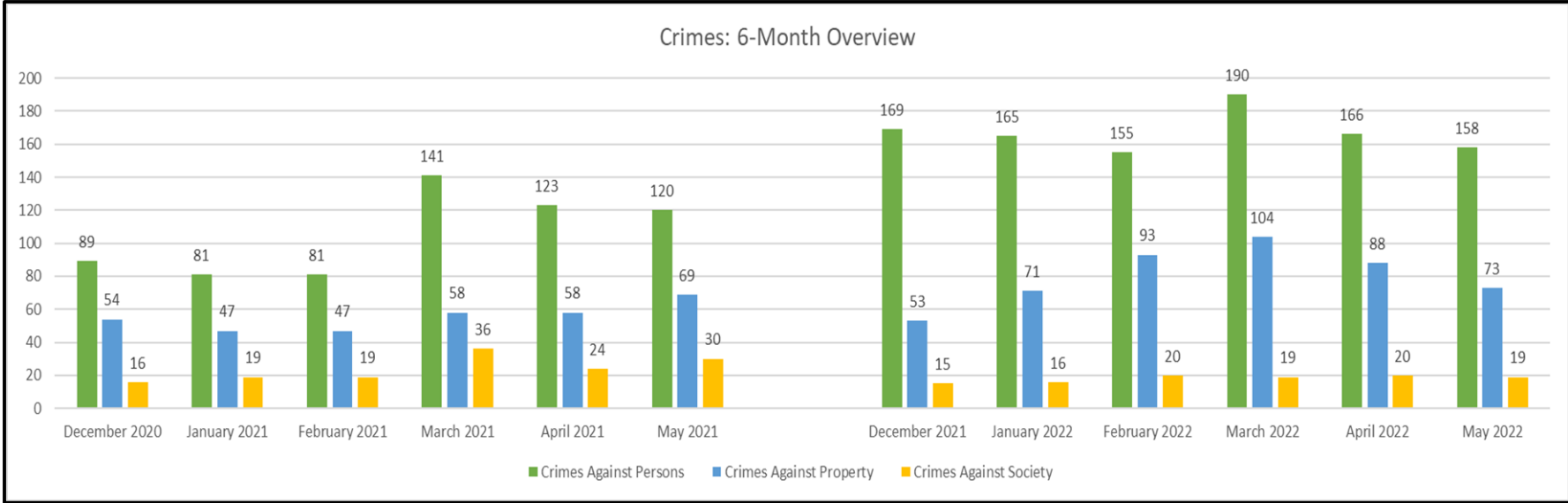
Monthly	May-21	May-22	% Change
	17,890,474	21,548,571	20.45%

Six Months	Dec-20-May-21	Dec-21-May-22	% Change
	94,063,736	123,497,016	31.29%

Annual	Jun-20-May-21	Jun-21-May-22	% Change
	193,085,720	251,397,216	30.20%

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

MAY 2022



MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

JUNE 2022

Crimes**Monthly**

System-Wide	Jun-21	Jun-22	% Change
Crimes Against Persons	133	160	20.30%
Crimes Against Property	63	74	17.46%
Crimes Against Society	35	41	17.14%
Total	231	275	19.05%

Six Months

System-Wide	Jan-21-Jun-21	Jan-22-Jun-22	% Change
Crimes Against Persons	702	994	41.60%
Crimes Against Property	343	503	46.65%
Crimes Against Society	175	135	-22.86%
Total	1,220	1,632	33.77%

Annual

System-Wide	Jul-20-Jun-21	Jul-21-Jun-22	% Change
Crimes Against Persons	1,340	1,912	42.69%
Crimes Against Property	649	916	41.14%
Crimes Against Society	278	245	-11.87%
Total	2,267	3,073	35.55%

Average Emergency Response Times**Monthly**

Jun-21	Jun-22	Change in Seconds	% Change
5:24	5:27	3	0.93%

Six Months

Jan-21-Jun-21	Jan-22-Jun-22	Change in Seconds	% Change
4:20	5:11	51	19.62%

Annual

Jul-20-Jun-21	Jul-21-Jun-22	Change in Seconds	% Change
4:35	4:58	23	8.36%

Bus Operator Assaults**Monthly**

Jun-21	Jun-22	% Change
5	14	180.00%

Six Months

Jan-21-Jun-21	Jan-22-Jun-22	% Change
38	79	107.89%

Annual

Jul-20-Jun-21	Jul-21-Jun-22	% Change
76	158	107.89%

Ridership**Monthly**

Jun-21	Jun-22	% Change
18,802,040	21,031,952	11.86%

Six Months

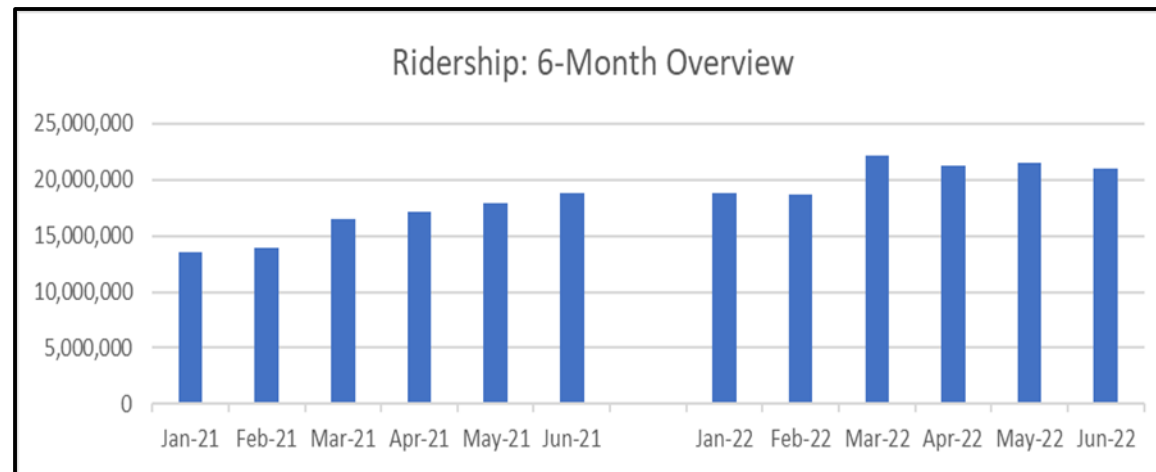
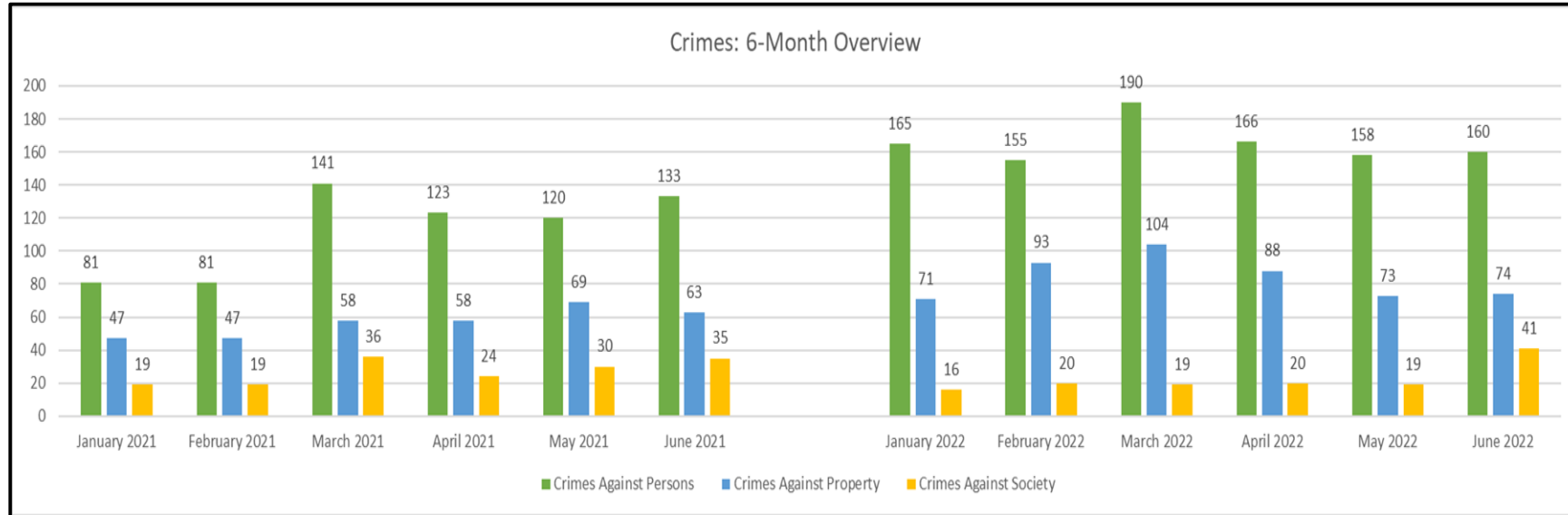
Jan-21-Jun-21	Jan-22-Jun-22	% Change
97,770,171	123,432,147	26.25%

Annual

Jul-20-Jun-21	Jul-21-Jun-22	% Change
197,550,854	253,627,128	28.39%

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

JUNE 2022



**Violent and Property Crimes
May 2022**

Attachment M

VIOLENT CRIMES	5/01/2022 TO 5/31/2022	4/01/2022 TO 4/30/2022	% Change	4/01/2022 TO 4/30/2022	3/01/2022 TO 3/31/2022	% Change	1/01/2022 TO 5/31/2022	1/01/2021 TO 5/31/2021	% Change	1/01/2022 TO 5/31/2022	1/01/2020 TO 5/31/2020	% Change
Homicide	0	0	0.0%	0	0	0.0%	1	1	0.0%	1	0	N/A
Rape	2	3	-33.3%	3	1	200.0%	7	5	40.0%	7	5	40.0%
Robbery	30	23	30.4%	23	33	-30.3%	140	80	75.0%	140	94	48.9%
Agg Assault	33	42	-21.4%	42	51	-17.6%	186	128	45.3%	186	94	97.9%
Agg Assault on Operator	3	3	0.0%	3	4	-25.0%	14	7	100.0%	14	4	250.0%
TOTAL VIOLENT	68	71	-4.2%	71	89	-20.2%	348	221	57.5%	348	197	76.6%
PROPERTY CRIMES	5/01/2022 TO 5/31/2022	4/01/2022 TO 4/30/2022	% Change	4/01/2022 TO 4/30/2022	3/01/2022 TO 3/31/2022	% Change	1/01/2022 TO 5/31/2022	1/01/2021 TO 5/31/2021	% Change	1/01/2022 TO 5/31/2022	1/01/2020 TO 5/31/2020	% Change
Burglary	0	2	-100.0%	2	1	100.0%	7	5	40.0%	7	3	133.3%
Larceny	42	58	-27.6%	58	56	3.6%	238	135	76.3%	238	200	19.0%
Bike Theft	3	5	-40.0%	5	7	-28.6%	21	14	50.0%	21	24	-12.5%
Motor Vehicle Theft	1	1	0.0%	1	4	-75.0%	9	5	80.0%	9	9	0.0%
TOTAL PROPERTY	46	66	-30.3%	66	68	-2.9%	275	159	73.0%	275	236	16.5%
TOTAL PART 1	114	137	-16.8%	137	157	-12.7%	623	380	63.9%	623	433	43.9%

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

**Violent and Property Crimes
June 2022**

Attachment M

VIOLENT CRIMES	6/01/2022 TO 6/30/2022	5/01/2022 TO 5/31/2022	% Change	5/01/2022 TO 5/31/2022	4/01/2022 TO 4/30/2022	% Change	1/01/2022 TO 6/30/2022	1/01/2021 TO 6/30/2021	% Change	1/01/2022 TO 6/30/2022	1/01/2020 TO 6/30/2020	% Change
Homicide	0	0	0.0%	0	0	0.0%	1	2	-50.0%	1	0	N/A
Rape	1	2	-50.0%	2	3	-33.3%	8	5	60.0%	8	5	60.0%
Robbery	35	30	16.7%	30	23	30.4%	175	104	68.3%	175	117	49.6%
Agg Assault	39	33	18.2%	33	42	-21.4%	225	170	32.4%	225	108	108.3%
Agg Assault on Operator	2	3	-33.3%	3	3	0.0%	16	7	128.6%	16	7	128.6%
TOTAL VIOLENT	77	68	13.2%	68	71	-4.2%	425	288	47.6%	425	237	79.3%
PROPERTY CRIMES	6/01/2022 TO 6/30/2022	5/01/2022 TO 5/31/2022	% Change	5/01/2022 TO 5/31/2022	4/01/2022 TO 4/30/2022	% Change	1/01/2022 TO 6/30/2022	1/01/2021 TO 6/30/2021	% Change	1/01/2022 TO 6/30/2022	1/01/2020 TO 6/30/2020	% Change
Burglary	1	0	N/A	0	2	-100.0%	8	7	14.3%	8	3	166.7%
Larceny	48	42	14.3%	42	58	-27.6%	286	166	72.3%	286	236	21.2%
Bike Theft	6	3	100.0%	3	5	-40.0%	27	19	42.1%	27	27	0.0%
Motor Vehicle Theft	0	1	-100.0%	1	1	0.0%	9	6	50.0%	9	9	0.0%
TOTAL PROPERTY	55	46	19.6%	46	66	-30.3%	330	198	66.7%	330	275	20.0%
TOTAL PART 1	132	114	15.8%	114	137	-16.8%	755	486	55.3%	755	512	47.5%

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

ARRESTEE DEMOGRAPHICS

RAIL / BUS STATION

&

ARREST TYPE

05/01/22 - 05/31/22

RAIL / BUS STATION	MALE				FEMALE			TOTAL
	B	H	W	TOTAL	B	H	TOTAL	
RED LINE	9	2	2	13	1	0	1	14
7TH & METRO CENTER	1	0	0	1	0	0	0	1
CIVIC CENTER / GRAND PARK	1	0	0	1	0	0	0	1
HOLLYWOOD / HIGHLAND	1	0	0	1	0	0	0	1
NORTH HOLLYWOOD	1	0	0	1	0	0	0	1
VERMONT / SANTA MONICA	0	1	0	1	0	0	0	1
VERMONT / BEVERLY	1	0	0	1	0	0	0	1
VERMONT / SUNSET	1	0	0	1	0	0	0	1
WESTLAKE / MACARTHUR PARK	2	0	2	4	0	0	0	4
WILSHIRE / VEREMONT	1	1	0	2	1	0	1	3
UNION STATION	6	0	0	6	2	0	2	8
BRT	5	1	0	6	1	0	1	7
BRT - SOUTH BUREAU	4	1	0	5	1	0	1	6
BRT - CENTRAL BUREAU	1	0	0	1	0	0	0	1
BLUE LINE	1	2	0	3	0	0	0	3
GRAND / LATTC	0	1	0	1	0	0	0	1
PICO	0	1	0	1	0	0	0	1
WASHINGTON	1	0	0	1	0	0	0	1
ORANGE LINE	0	2	0	2	0	0	0	2
RESEDA	0	1	0	1	0	0	0	1
ROSCOE	0	1	0	1	0	0	0	1
GREEN LINE	0	1	0	1	0	1	1	2
HARBOR FRWY	0	1	0	1	0	1	1	2
EXPO BUNDY	0	1	0	1	0	0	0	1
BUNDY	0	1	0	1	0	0	0	1
GOLD LINE	0	0	1	1	0	0	0	1
CHINATOWN	0	0	1	1	0	0	0	1
TOTAL	21	9	3	33	4	1	5	38

ARRESTEE DEMOGRAPHICS

RAIL / BUS STATION

&

ARREST TYPE

05/01/22 - 05/31/22

ARREST TYPE	MALE				FEMALE			TOTAL
	B	H	W	TOTAL	B	H	TOTAL	
FELONY	16	4	2	22	1	1	2	24
RED LINE	7	0	2	9	0	0	0	9
BRT	4	1	0	5	1	0	1	6
UNION STATION	5	0	0	5	0	0	0	5
ORANGE LINE	0	2	0	2	0	0	0	2
GREEN LINE	0	0	0	0	0	1	1	1
BLUE LINE	0	1	0	1	0	0	0	1
MISDEMEANDOR	5	4	1	10	3	0	3	13
RED LINE	2	2	0	4	1	0	1	5
UNION STATION	1	0	0	1	2	0	2	3
BLUE LINE	1	1	0	2	0	0	0	2
BRT	1	0	0	1	0	0	0	1
GOLD LINE	0	0	1	1	0	0	0	1
GREEN LINE	0	1	0	1	0	0	0	1
OTHER	0	1	0	1	0	0	0	1
EXPO BUNDY	0	1	0	1	0	0	0	1
TOTAL	21	9	3	33	4	1	5	38

Los Angeles Sheriff's Department - Transit Services Bureau

Arrestee Information for the Month of May 2022

05/01/2022 - 05/31/2022

Premise	Female				Total Female	Male				Total Male	Total Arrest
	Black	Hispanic	Other	White		Black	Hispanic	Other	White		
L-Line - Sierra Madre Villa	1	0	0	0	1	0	0	0	0	0	1
L-Line - Arcadia	0	0	0	0	0	0	0	0	0	0	0
L-Line - Monrovia	0	0	0	0	0	1	0	0	0	1	1
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	0	0	0	0	0	0
L-Line - APU/Citrus College	0	0	0	0	0	0	0	0	0	0	0
J-Line - Carson	0	0	0	0	0	0	0	0	0	0	0
J-Line - El Monte	0	0	0	0	0	0	0	0	0	0	0
Bus	3	2	0	1	6	6	24	1	6	37	43
Total	4	4	0	3	11	16	32	2	7	57	68

Long Beach Police Department - Metro Transportation Detail

Arrestee Demographic Stats - May 2022

6/14/22

Crimes Against Persons	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused
Battery	Arr	M	H	29	Willow Street Stn	No

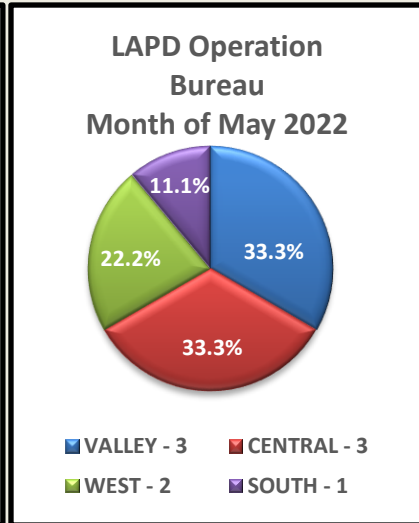
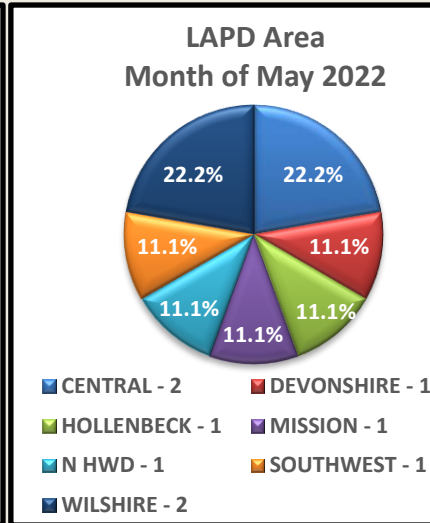
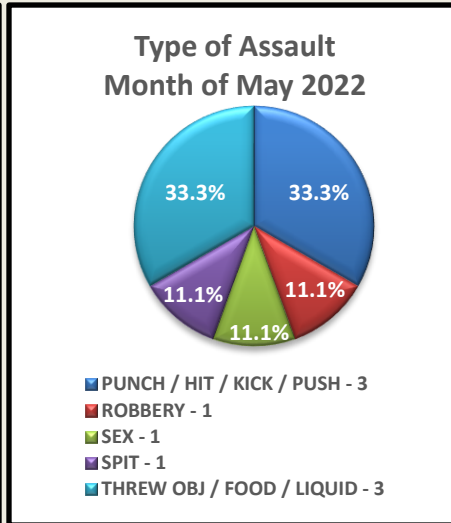
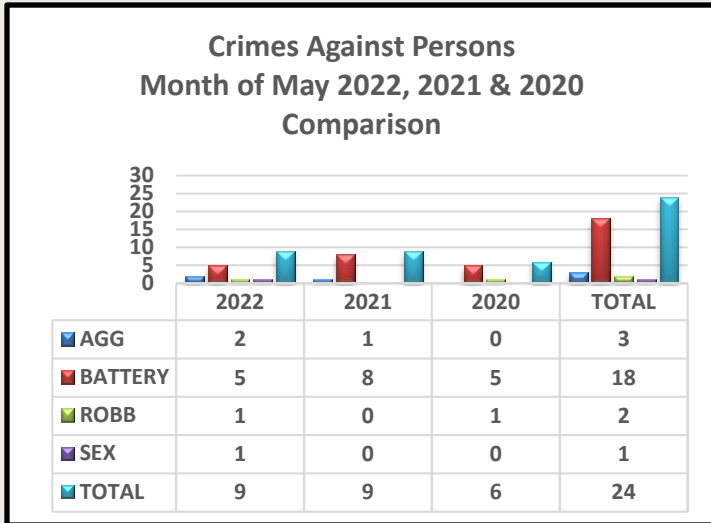
Crimes Against Property	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused

Crimes Against Society	Arr/Cite	Gender	Ethnicity	Age	Station	Unhoused



Los Angeles Police Department - Transit Services Division Monthly Bus / Rail Operator Assault Recap Report

MAY 2022



DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
05/03/22 @ 0600 HRS	Orange Line North Hollywood Station	SEX BATTERY Victim observed suspect sleeping. Victim advised bus was at the end of the route and suspect was required to exit the bus. Victim proceeded to the front of the bus and suspect followed victim speaking Spanish. Suspect walked passed victim and squeezed victim's buttocks once with his hand. Suspect exited bus and fled location. NO VISIBLE INJURIES – Victim suffered anxiety. NO ARREST	M/H 40 YOA	Unknown Unknown	No
05/07/22 @ 1054 HRS	Bus Line Unkn Bus # 5656 Fairfax & Olympic	AGGRAVATED ASSAULT Suspect entered bus and appeared agitated, NFI. Suspect asked victim to drive one block south. Victim did not response to suspect. Suspect called victim a B..... Victim stated to suspect she was going to call PD. Suspect exited bus and threw a rock at the bus window. The rock smashed the driver side window and skimmed victim's hand. INJURIES Suspect sustained a small ½ inch scratch on her right hand. NO ARREST	M/B 16 YOA	Unknown Unknown	N/A
05/10/22 @ 0740 HRS	Bus Line # 76 Main & Griffin	BATTERY Suspect walked to victim and demanded he be allowed to exit bus. Victim advised suspect he could not stop until he next bus stop. Suspect began to yell at victim. Victim stopped bus. Suspect utilized the sliding window portion of the barrier and slapped victim's face. Suspect then proceeded to punch victim multiple times. Passengers intervene to separate victim and suspect. Suspect exited bus. When interviewed by PD, victim stated suspect did not pay bus fare. INJURIES None Visible. NO ARREST	M/W 60 YOA	Yes Yes	Yes

Monthly Bus / Rail Operator Assaults Recap Report

May 2022

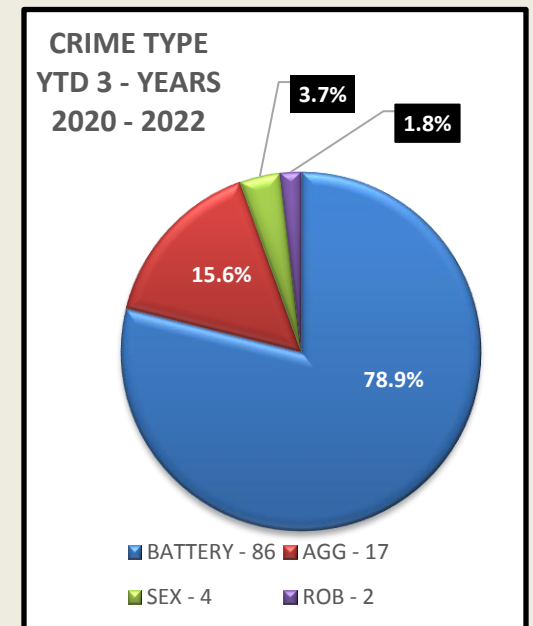
Page 2

DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
05/10/22 & 0745 HRS	Bus Line # 460 9 th St & Flower	BATTERY Suspect demanded victim to stop bus. Victim advised it was an express bus and she was not going to stop. Suspect continued to demanded victim stop bus and began calling victim a stupid B.... Victim opened the bus doors and suspect threw a cup of hot coffee on victim's face. INJURIES Pain to face due to hot coffee. NO ARREST	M/B 50 YOA	Yes Unknown	Unknown
05/11/22 @ 1325 HRS	Bus Line # 233 Nordoff & Van Nuys	BATTERY Victim observed suspect seated with his pants down exposing his penis. Victim stated he has observed suspect on many occasions with his pants down. Victim requested suspect to pull up his pants or he would call PD. Suspect refused, and victim began calling PD. Suspect walked towards victim screaming profanities. Suspect swung his skateboard towards victim hitting victim's genital area. Victim grabbed suspect by his clothes, attempted to push him out of the bus and a struggle ensued. Victim then blacked out and was unable to remember the event. Reporting officer was able to view a cell video captured by a bus patron. The video footage revealed suspect struck victim and victim began to punch and hit suspect multiple times as he pinned suspect to the ground. Both suspect and victim refused a PPA. INJURIES None Visible. NO ARREST	M/B 36 YOA	Unknown Unknown	No
05/11/22 @ 1500 HRS	Red Line Union Station	BATTERY Victim advised suspect to eject from the train. Victim attempted to walk between train connectors to avoid contact with suspect. Suspect was able to come close up to victim and spat on victim's chest area. INJURIES Spit to Chest Area PPA ARREST	F/B 38 YOA	Yes Yes	N/A
05/21/22 @ 1530 HRS	Bus Line # 2 Figueroa MLK Jr. Blvd	ROBBERY Victim returned to bus from gas station store to re-enter bus. Prior to entry, suspects 1 – 2 approached victim and asked, "Where you from, do you represent Crips?" Suspects then demanded victim's property. Fearful, victim gave suspects his property. Fearful, victim gave suspect his property. Suspects fled location. Soon after, two unknown citizens returned victim's cell, work ID and bag. Victim discovered his cell was shattered. INJURIES None Visible. NO ARREST	M/B 29 YOA	No No	N/A
05/25/22 @ 1202 HRS	Bus Line # 16 3 rd & La Brea	AGGRAVATED ASSAULT Suspect became irate due to victim's driving, NFI. Victim asked suspect to exit bus. Victim stopped bus to confront suspect. Victim utilized bus barrier to keep a distance from suspect. Suspect produced a cane and struck victim approx. 6 times. Victim attempted to protect his face from being struck. Victim managed to remove suspect from the bus. Victim threw suspect's cane out of the window to allow suspect to take possession of his cane. INJURIES Lacerations and abrasions to his forearm, and contusions to his finger and left hand. Victim transported to Cedar Sinai Hospital. NO ARREST	M/B 30 YOA	Unknown Unknown	Yes
05/29/22 @ 1415 HRS	Bus Line # 240 Reseda & Devonshire	BATTERY Victim entering bus to relieve driver. Suspect approached victim and yelled obscenities. Suspect continued towards victim and chest bumped victim. NO INJURIES. PPA ARREST	M/B 30 YOA	No YES	No

3 Year YTD ending May 2022, Type of Assault & Crime Type Statistical Analysis

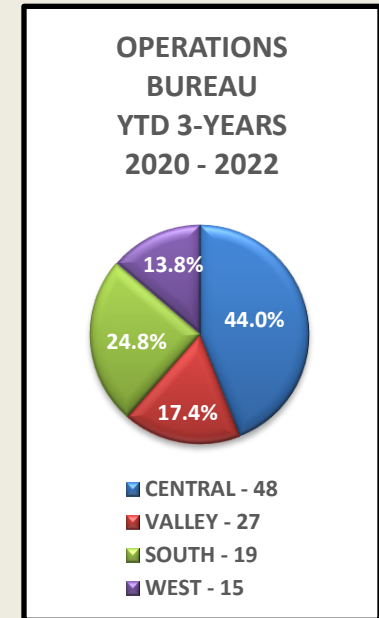
TYPE OF ASSAULT	2022	2021	DIFF	% CHG	2021	2020	DIFF	CHG	TOTAL
PUNCH / HIT / KICK / PUSH	20	14	6	42.9%	14	17	-3	-17.6%	6
SPIT	12	9	3	33.3%	9	11	-2	-18.2%	1
THREW OBJ / FOOD / LIQUID	6	3	3	100.0%	3	4	-1	-25.0%	51
BRANDISH / GUN / KNIFE / WEAPON	1	5	-4	-80.0%	5	0	5	N.C*	1
SEX	1	2	-1	-50.0%	2	2	0	0.0%	5
PEPPER SPRAYED / UNKN SPRAY	0	1	-1	-100.0%	1	0	1	N.C*	32
ROBBERY	1	0	1	N.C*	0	0	0	N.C*	13
TOTAL	41	34	7	20.6%	34	34	0	0.0%	109

CRIME TYPE	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL
BATTERY	34	22	12	54.5%	22	30	-8	-26.7%	86
AGG	5	11	-6	-54.5%	11	1	10	1000.0%	17
ROBB	1	0	1	N.C*	0	1	-1	-100.0%	2
SEX	1	1	0	0.0%	1	2	-1	-50.0%	4
TOTAL	41	34	7	20.6%	34	34	0	0.0%	109



3 Year YTD ending May 2022, Bureau & Area Statistical Analysis

BUREAU	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL
CENTRAL	20	16	4	25.0%	16	12	4	33.3%	48
SOUTH	4	3	1	33.3%	3	12	-9	-75.0%	19
VALLEY	11	11	0	0.0%	11	5	6	120.0%	27
WEST	6	4	2	50.0%	4	5	-1	-20.0%	15
TOTAL	41	34	7	20.6%	34	34	0	0.0%	109



AREA	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL	& of 3 - YEAR TOTAL
CENTRAL	6	10	-4	-40.0%	10	6	4	66.7%	22	20.2%
OLYMPIC	3	2	1	50.0%	2	4	-2	-50.0%	9	8.3%
77TH ST	1	2	-1	-50.0%	2	6	-4	-66.7%	9	8.3%
NORTHEAST	5	1	4	400.0%	1	2	-1	-50.0%	8	7.3%
NEWTON	6	0	6	N.C*	0	2	-2	-100.0%	8	7.3%
HOLLENBECK	2	3	-1	-33.3%	3	1	2	200.0%	6	5.5%
DEVONSHIRE	2	2	0	0.0%	2	1	1	100.0%	5	4.6%
N HWD	2	2	0	0.0%	2	1	1	100.0%	5	4.6%
RAMPART	1	2	-1	-50.0%	2	1	1	100.0%	4	3.7%
MISSION	3	0	3	N.C*	0	1	-1	-100.0%	4	3.7%
WILSHIRE	2	2	0	0.0%	2	0	2	N.C*	4	3.7%
SOUTHEAST	2	0	2	N.C*	0	2	-2	-100.0%	4	3.7%
VAN NUYS	1	3	-2	-66.7%	3	0	3	N.C*	4	3.7%
TOPANGA	1	2	-1	-50.0%	2	0	2	N.C*	3	2.8%
SOUTHWEST	1	0	1	N.C*	0	2	-2	-100.0%	3	2.8%
N. HOLLYWOOD	1	1	0	0.0%	1	1	0	0.0%	3	2.8%
WEST VALLEY	1	1	0	0.0%	1	1	0	0.0%	3	2.8%
HARBOR	0	1	-1	-100.0%	1	2	-1	-50.0%	3	2.8%
FOOTHILL	1	1	0	0.0%	1	1	0	0.0%	3	2.8%
HOLLYWOOD	1	0	1	N.C*	0	1	-1	-100.0%	2	1.8%
N HWD	1	1	0	0.0%	1	0	1	N.C*	1	0.9%
TOTAL	41	34	7	20.6%	34	34	0	0.0%	109	100.0%

Monthly Bus / Rail Operator Assault Recap Report

May 2022

Page 5

3 Year to Date Victim Demographic - Statistical Analysis

YEAR	MALE						FEMALE						TOTAL	% of 3-YEAR TOTAL
	H	B	O	W	A	TOTAL	B	H	W	O	X	TOTAL		
2022	15	7	1	1	1	25	9	6	0		1	16	41	37.6%
2021	12	2	3	1	0	18	8	7	1	0	0	16	34	31.2%
2020	10	5	3	1	1	20	8	5	0	1	0	14	34	31.2%
TOTAL	37	14	7	3	2	63	25	18	1	1	1	46	109	100.0%
% of 3-YEAR TOTAL	33.9%	12.8%	6.4%	2.8%	1.8%	57.8%	22.9%	16.5%	0.9%	0.9%	0.9%	42.2%	100%	

3 Year to Date Suspect Demographics - Statistical Analysis

YEAR	MALE							FEMALE					TOTAL	% of 3-YEAR TOTAL
	B	H	W	A	O	UNKN	TOTAL	B	H	A	UNKN	TOTAL		
2022	18	13	6	0	0	0	37	5	1	1	1	8	45	39.5%
2021	13	8	6	1	1	1	30	4	1	0	0	5	35	30.7%
2020	20	3	1	1	1	0	26	6	1	0	0	8	34	29.8%
TOTAL	51	24	13	2	2	1	93	15	3	1	1	21	114	100.0%
% of 3-YEAR TOTAL	44.7%	21.1%	11.4%	1.8%	1.8%	0.9%	81.6%	13.2%	2.6%	0.9%	0.9%	18.4%	100.0%	

Note: Some incidents included multiple suspects.



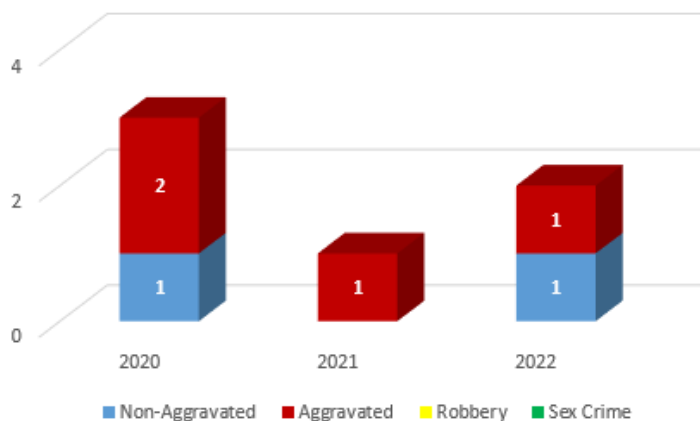
Monthly Bus/Rail Operator Assault Report



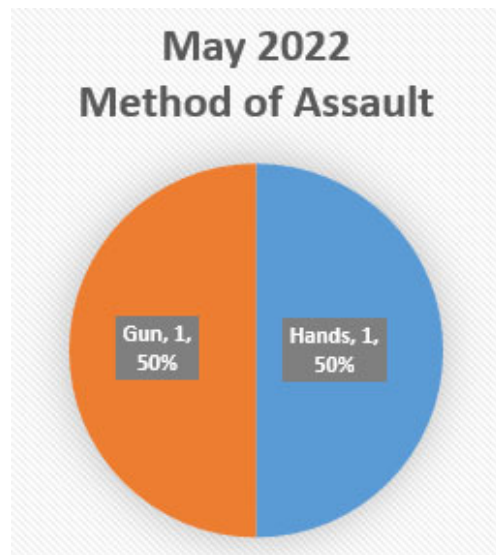
May 2022

May Bus/Rail Operator Assaults

May 2020 - 2022 Assaults



May 2022 Method of Assault

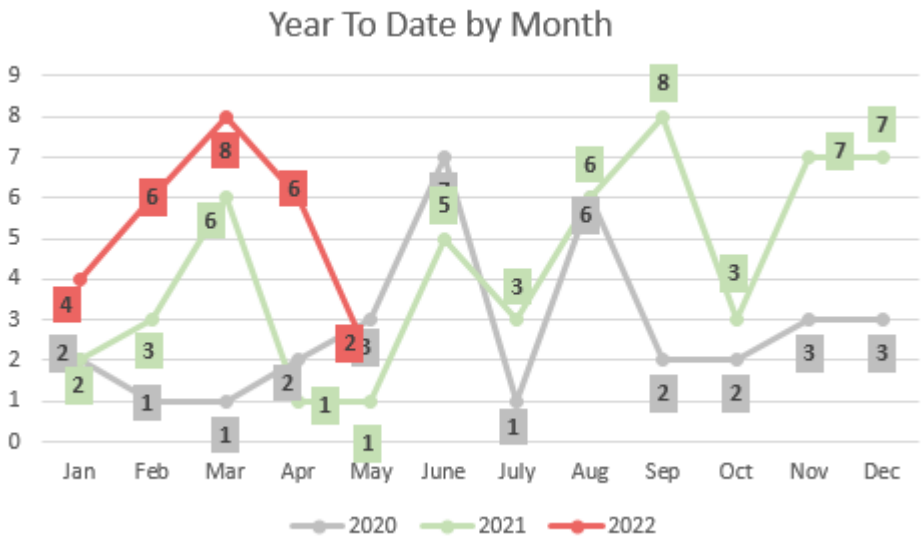


In May, there was one non-aggravated assault with an arrest, and one aggravated assault.

Date	Time	Line	Bus #	Narrative	Barrier
5/13/2022	16:45	E Line	N/A	D/T Santa Monica 5/13 1645hrs Rail op sweeping train fought with patron	N/A (o)
5/21/2022	20:10	51	3883	L51 LA 5/21 2015hrs Sus MB outside of bus shot bus window	Yes

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

Year to Date Assaults



YTD Operator Assaults
YTD 2020 - 9
YTD 2021- 13
YTD 2022 - 26

Solve Rate

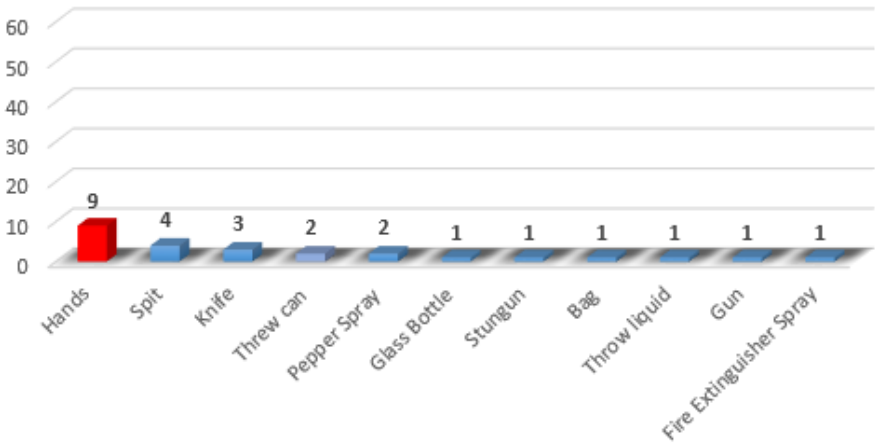
Type	Unsolved	Solved	Total	% Solved
Aggravated Assault	6	4	10	40.0%
Non-Aggravated Assault	9	7	16	43.8%
Robbery			0	#DIV/0!
Sex Crime			0	#DIV/0!
Total	15	11	26	42.3%

42% of assaults have been solved. The most frequent method of assault has been using hands.

Top Reasons for Assault

Reason	Count
Other	6
No Reason	5
Mentally ill	3
Disorderly	3
Out of service	2
Fare	2
Policy/drink	1
Other/Vehicle accident	1
Mask/Fare	1
Passenger Pass Up	1
Policy/Food	1
Grand Total	26

Year to Date: Method of Assault



Year to Date Assaults CONTINUED

Bus/Rail Operator Assaults - YTD

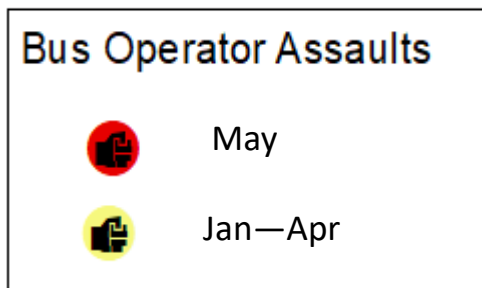
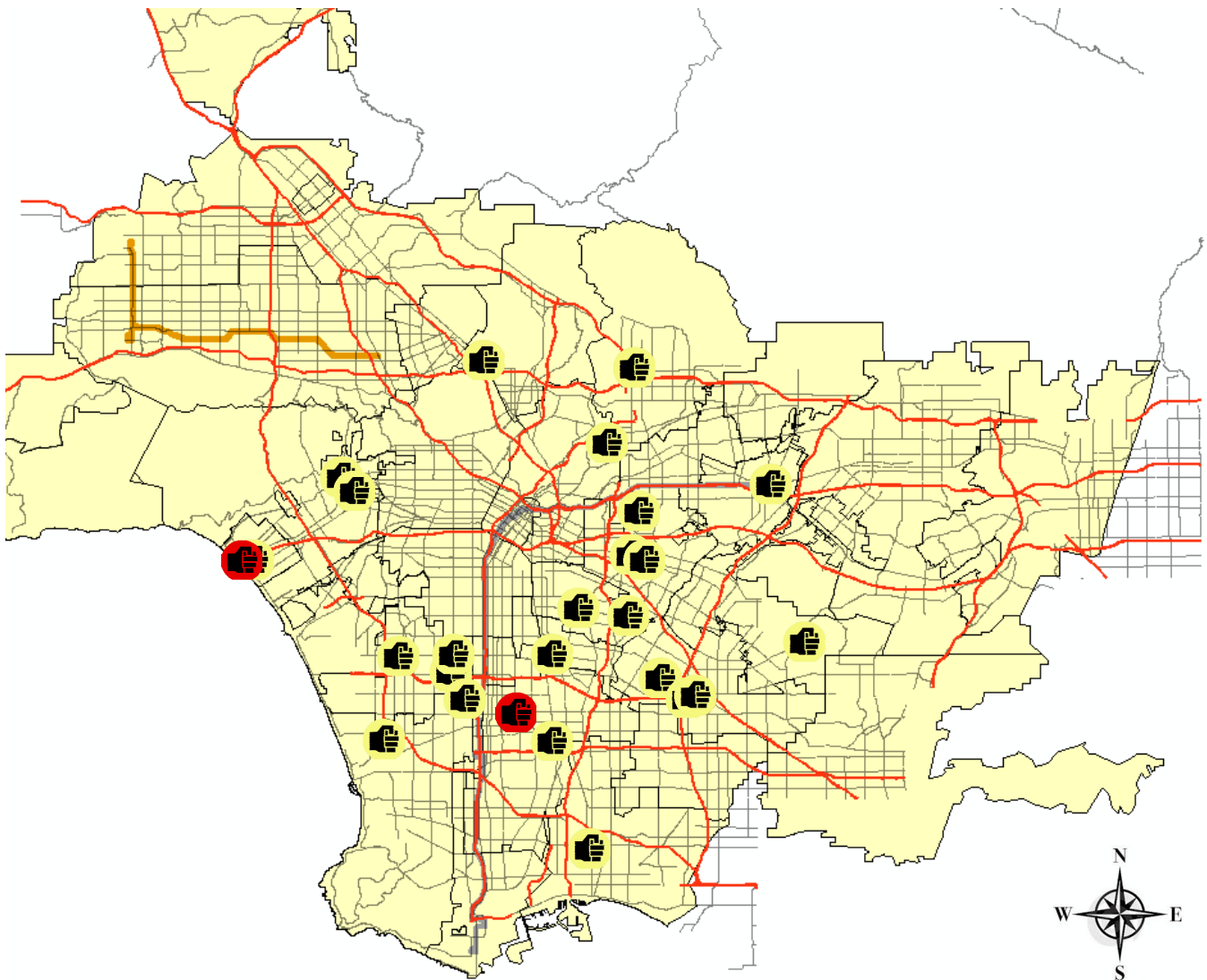


Prior to July 1st 2017, LASD patrolled the entire Metro system.

Barrier/No Barrier	Count
Not reported	0
No Barrier/Monitor	0
Operator assaulted outside barrier	9
Barrier (Not Used)	0
Barrier Used	17
Grand Total	26

Of the 26 incidents reported this year, 9 occurred outside the barrier. In 17 incidents, the barrier was used.

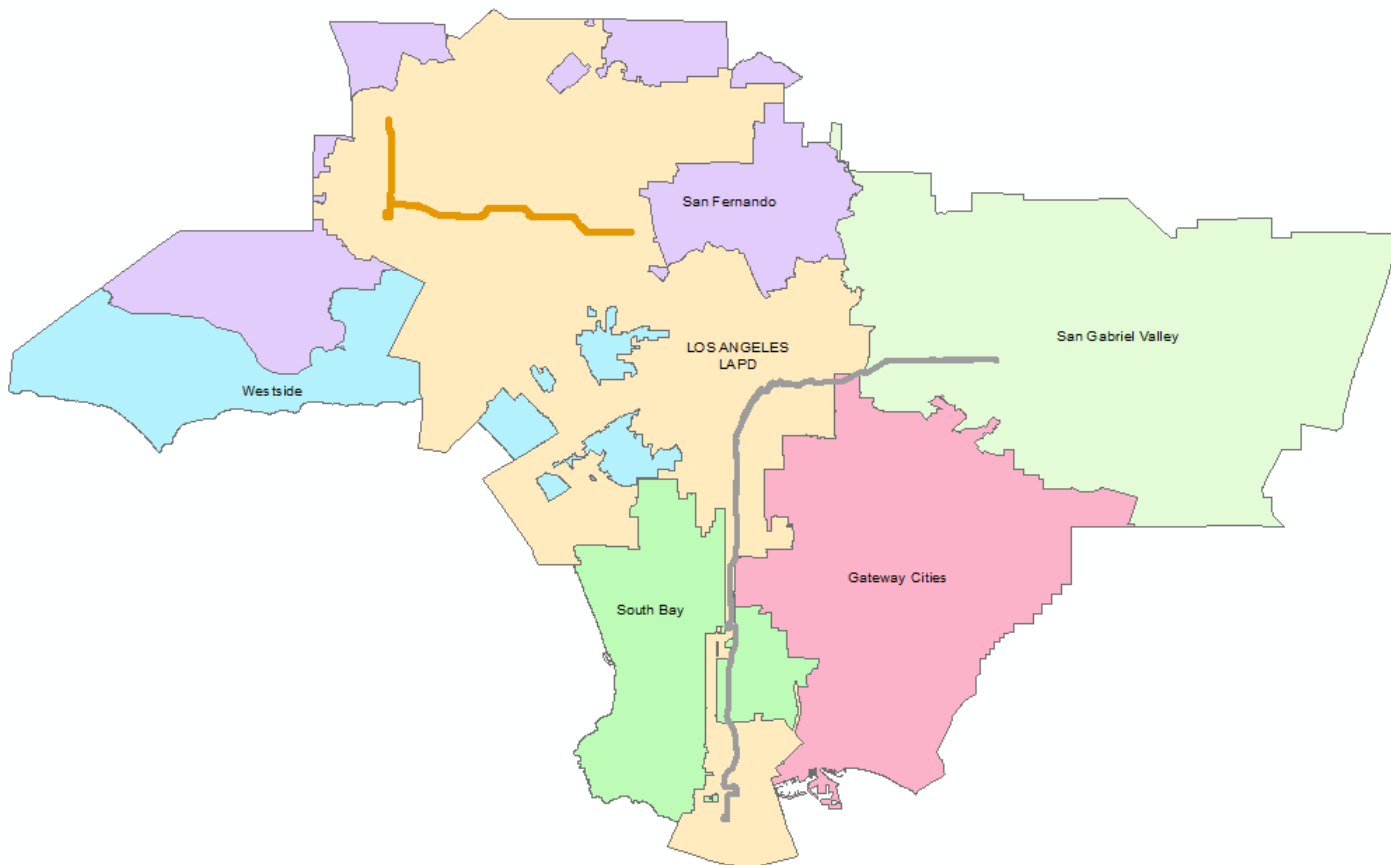
Map of 2022 Bus/Rail Operator Assaults



Bus Sector and Line Statistics - YTD

Sector	Count
South Bus Gateway	10
South Bus Southbay	6
North Bus San Gabriel	3
South Bus Westside	2
North Rail Expo	1
South Rail Expo	1
South Rail Green	1
North Bus San Fernando	1
North Bus El Monte Terminal	1
Grand Total	26

Line	Count
L258	2
L111	2
E Line	2
L18	2
L60	2
L204	2
L207	2
L-Unk	1
L117	1
L70	1
L120	1
L94	1
L266	1
L217	1
C Line	1
L260	1
L662	1
L287	1
L51	1
Grand Total	26



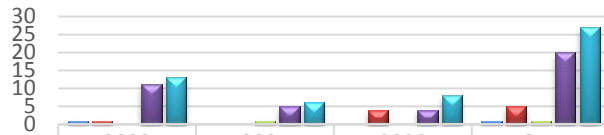


Los Angeles Police Department - Transit Services Division Monthly Bus / Rail Operator Assault Recap Report

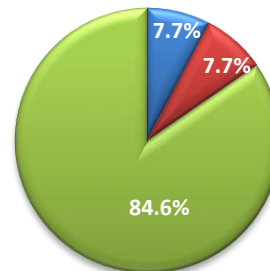


JUNE 2022

Crimes Against Persons
Month of June 2022, 2021 & 2020
Comparison

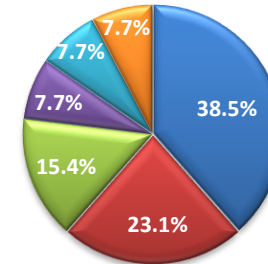


Type of Assault
Month of June 2022



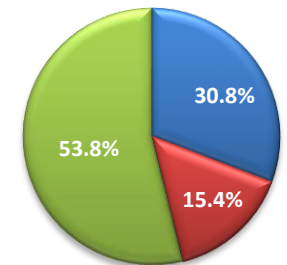
ROBB - 1
AGG - 1
BATTERY - 11

LAPD Area
Month of June 2022



OLYMPIC - 5
WEST LA - 2
77TH ST - 1
SOUTHWEST - 3
VAN NUYS - 1
DEVONSHIRE - 1

LAPD Operation Bureau
Month of June 2022



SOUTH
VALLEY
WEST

DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
06/02/22 @ 1900 HRS	Bus Line #207 Bus # 5943 36 th St. & Western	<p>BATTERY Suspect argued and cause disturbance towards other bus patrons. Victim asked suspect to stop and then advised he was going to contact PD. Suspect then directed his attentions towards victim, spat on victim three times, touching victim's arm chest and the glass partition. Suspect observed bus camera recording her actions. Suspect forcefully yanked down on the camera causing it to become inoperable (Vandalism).</p> <p>INJURIES: Spit on arm chest. NO ARREST. Victim advised suspect frequent rides bus.</p>	F/B NFI	Unkn Unkn	Yes
06/06/22 @ 0300 HRS	Bus Line # 901 Orange Line Chatsworth Station	<p>BATTERY Victim arrived at the end of the route. Suspect remained on bus. Victim asked suspect to exit bus multiple times. Suspect became irate and spat on victim causing saliva to contact victim's front left shorts area.</p> <p>INJURIES Spit on front left shorts area. ARREST</p>	M/H 21 YOA	Yes Unkn	No

Monthly Bus / Rail Operator Assaults Recap Report

June 2022

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DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
06/09/22 @ 1435	Bus Line # 20 Bus # 1874 Veteran & Wilshire	<p>BATTERY Suspect approached victim and stated, "What's the last stop B...? "Let me off!" Victim refused to answer suspect. Suspect snatched victim's glasses from her face and threw them down hitting the bus floor. Suspect then threw a can of beer at victim causing the beer to splash on victim's uniform pants and bus floor. Victim pulled bus over to the curb, opened the door and pushed the panic button. Suspect exited bus and fled location. Victim believes suspect fell asleep and missed his stop.</p> <p>INJURIES Victim had no visible injuries and refused medical treatment. NO ARREST</p>	M/H 30 YOA	Unkn Unkn	Unkn
06/10/22 @ 1115 HRS	Bus Line # 81 Bus # 8596 47 th St & Figueroa	<p>BATTERY Suspect and victim argued regarding the positioning of the suspect's baby stroller. Suspect punched victim's face, exited bus and fled location.</p> <p>INJURIES Victim complained of pain to her face. NO ARREST</p>	F/B 20 YOA	Unkn Unkn	Unkn
06/12/22 @ 1425 HRS	Bus Line #761 Bus # 1958 Sunset & Church	<p>BATTERY Suspect acted unruly. Victim asked suspect to sit down and behave. Suspect approached victim and stated, "F.... you B..., you don't know the rules B...!" Suspect produced an unused cigarette and flicked it at victim, striking victim's right cheek. Suspect exited bus and fled location.</p> <p>INJURIES Victim had no visible injuries and refused medical treatment. NO ARREST</p>	M/W 48 YOA	Unkn Unkn	Unkn
06/12/22 @ 1651 HRS	Bus Line # 164 Bus # 8289 14800 Victory Bl	<p>BATTERY Suspect entered bus, bypassed fare machine and walked to the rear of the bus. Victim proceeded to operate bus. Victim approached a stop and suspect walked cross the safety front yellow line. Victim advised suspect to get back and take a seat. Suspect became irate, clinched his fist and then stated, "South Gate Gang." Victim asked suspect to exit the bus. Suspect did not comply. Suspect continued to the front of the bus and spat towards victim's face. Suspect exited bus and again yelled, "South Gate Gang."</p> <p>NO INJURIES. NO ARREST</p>	M/H 33 YOA	Unkn Unkn	Yes

Monthly Bus / Rail Operator Assaults Recap Report

June 2022

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DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
06/12/22 @ 1815 HRS	Bus Line # 40 Bus # 8647 MLK Jr. Bl. & Crenshaw	<p>BATTERY Suspect curse at victim and demanded victim open bus doors to exit. Suspect then threw a plastic wine bottle at victim. The bottle did not hit victim, but the wine poured all over victim. Suspect then spat on victim's face, exited bus and fled location.</p> <p>INJURIES Spit on face. NO ARREST</p>	M/B 25 YOA	Unkn Unkn	Unkn
06/13/22 @ 1320 HRS	Bus Line # 754 Bus # 9539 Pico & Vermont	<p>ROBBERY Suspects 1 – 2 (riding in vehicle) accused victim off cutting them off while driving and a verbal altercation ensued. Suspect 2 threw a soda can at victim hitting bus windshield and the liquid entered inside bus. Victim laughed at suspect and said, "that's petty." Suspect 1 exited vehicle, walked up to victim's window and spat on victim's face. Victim exited bus and attempted to take a photo of suspect's license plate. Suspect 2 approached victim and spat on victim again leaving spit on victim's shirt. Suspect 1 then stepped out of the vehicle and grabbed victim's cell and a physical struggle ensued. Suspect 1 overpowered victim and took possession of victim's cell. Suspect 2 approached victim and pushed victim. Victim attempted to stop suspect 1 from fleeing and grabbed the windshield on the driver door. Suspect 2 approached victim and again pushed victim resulting in victim falling to the ground. Suspect 1 fled in vehicle. Suspect 2 fled on foot. DNA swab was collected from a spit stain on victim's right shoulder and the 12oz soda was recovered for possible DNA collection.</p> <p>INJURIES Spit on victim's face and clothing. NO ARREST</p>	Susp 1 F/H, 30 YOA Susp 2 M/H 30 YOA	Unkn Unkn	No
06/16/22 @ 2110 HRS	Bus Line # 33 Bus # 8522 Venice & Vermont	<p>BATTERY Victim observed suspect and other party engaged in an altercation, NFI. Victim pulled bus over and asked the other party if she wanted him to call PD? Other party replied, "Yes." Suspect became upset and stated to victim, "Oh your trying to be a hero" and spat on victim's face. Suspect exited bus and walked away. Other party decided she did want to wait for PD, exited bus and walked away.</p> <p>INJURIES Spit on face. NO ARREST</p>	M/B 50 YOA	Unkn Unkn	No

Monthly Bus / Rail Operator Assaults Recap Report

June 2022

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DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
06/23/22 @ 1210 HRS	Bus Line # 207 Bus Line # 5971 MLK Jr Bl & Western	ADW Victim stated suspect became irate for unknown reason and yelled at victim. Suspect approached victim and punched victim's arm twice. Suspect then grabbed a black metal steering wheel security lock and attempted to hit victim again. Unknown bus patron intervened and pushed suspect toward the bus exit and eventually pushed off the bus. Victim stated the glass partition prevented suspect from hitting him with the security wheel. Unknown passenger took a picture of suspect and provided it to responding officers. Officers showed the picture to victim, victim confirmed it was suspect. Moments later, officers received a radio call of a 415 male matching suspect's description. Officers responded and based upon the photo determined suspect to be their bus operator assault suspect. INJURIES Victim nervous and unable to continue. ARREST	M/H 61 YOA	Yes Yes	Yes
06/24/22 @ 0750 HRS	Bus Line # 18 Bus # 1711 6 th St. & Serrano	BATTERY Suspect approached victim (operating bus) and demanded victim turn off engine. Victim told suspect to have a seat. Suspect refused and attempted to turn off engine. Suspect then grabbed victim by his vest. Victim pushed suspect away. Additional bus patrons assisted and pulled suspect back and away from victim. Victim pulled over and waited for PD arrival. Officers offered victim a Private Persons Arrest but victim refused stating he only wanted a report. NO INJURIES. NO ARREST	M/H 45 YOA	Unkn Unkn	Unkn
06/26/22 @ 0820 HRS	Bus Line # 207 Bus # 9514 3 rd St & Western	BATTERY Victim stopped at the designated bus stop and allowed patrons to enter bus. Suspect took additional time to enter and victim stated, "hurry up and get on." Suspect became agitated and aggressive towards victim. Suspect then spat on victim. Victim refused to allow suspect to board bus. Victim received authorization via BOC to deny suspect entrance onto bus. Suspect twisted bus windshield wiper and struck the bus glass door with his cane. Suspect admitted to committing the crime due to victim being disrespectful. INJURIES Victim transported to Hollywood Presbyterian Hospital for an anxiety attack. ARREST	F/B 53 YOA	Yes Unkn	No

Monthly Bus / Rail Operator Assault Recap Report

June 2022

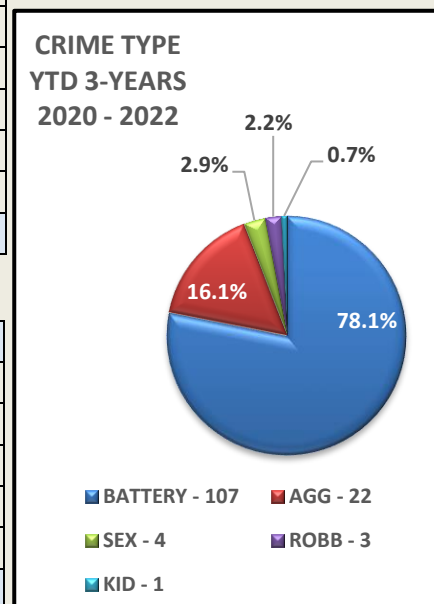
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DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
06/29/22 @ 1545 HRS	Bus Line # 207 Bus Line # 9542 Olympic & Western	BATTERY Victim observed suspect inhale unknown substance from a cannister and later slumped over on seat located in the rear. Victim walked up to victim and asked suspect to exit. Victim then stepped off bus and asked suspect to exit so victim could continue driving. Suspect became angry, yelled and began to push victim's chest with two hands causing victim to stumble backwards. Suspect continued to approach victim and in defense, victim pushed suspect. Suspect then punched victim's face and body multiple times. Again, in defense, victim punched suspect. Suspect fled location on foot. INJURIES 1" wide laceration under left eye. RA treated victim at scene. NO ARREST	M/B 39 YOA	Yes Unkn	No

3 Year YTD ending June 2022, Type of Assault & Crime Type Statistical Analysis

TYPE OF ASSAULT	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL
PUNCH / HIT / KICK / PUSH	24	17	7	41.2%	17	19	-2	-10.5%	60
SPIT	20	11	9	81.8%	11	13	-2	-15.4%	44
THREW OBJ / FOOD / LIQUID	8	3	5	166.7%	3	6	-3	-50.0%	17
BRANDISH / GUN / KNIFE / WEAPON	1	5	-4	-80.0%	5	2	3	150.0%	8
SEX	1	2	-1	-50.0%	2	2	0	0.0%	5
PEPPER SPRAYED / UNKN SPRAY	0	1	-1	-100.0%	1	0	1	N/C	1
KIDNAP	0	1	-1	-100.0%	1	0	1	N/C	1
ROBBERY	1	0	1	N/C	0	0	0	N/C	1
TOTAL	55	40	15	37.5%	40	42	-2	-4.8%	137

CRIME TYPE	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL
BATTERY	46	27	19	70.4%	27	34	-7	-20.6%	107
AGG	6	11	-5	-45.5%	11	5	6	120.0%	22
SEX	1	1	0	0.0%	1	2	-1	-50.0%	4
ROBB	2	0	2	N/C	0	1	-1	-100.0%	3
KID	0	1	-1	-100.0%	1	0	1	N/C	1
TOTAL	55	40	15	37.5%	40	42	-2	-4.8%	137



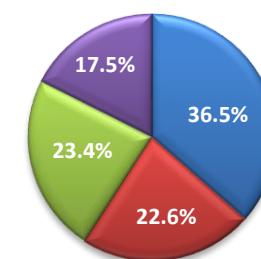
Monthly Bus / Rail Operator Assault Recap Report
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3 Year YTD ending June 2022, Bureau & Area Statistical Analysis

OPERATIONS BUREAU	2022	2021	DIFF	% CHG	2021	2020	DIFF	0.0%	TOTAL
CENTRAL	20	18	2	11.1%	18	12	6	50.0%	50
SOUTH	9	5	4	80.0%	5	17	-12	-70.6%	31
VALLEY	13	12	1	8.3%	12	7	5	71.4%	32
WEST	13	5	8	160.0%	5	6	-1	-16.7%	24
TOTAL	55	40	15	37.5%	40	42	-2	-4.8%	137

AREA	2022	2021	DIFF	% CHG	2021	2020	DIFF	% CHG	TOTAL
CENTRAL	6	10	-4	-40.0%	10	6	4	66.7%	22
OLYMPIC	8	2	6	300.0%	2	5	-3	-60.0%	15
77TH ST	2	3	-1	-33.3%	3	6	-3	-50.0%	11
SOUTHWEST	4	0	4	N/C	0	5	-5	-100.0%	9
NORTHEAST	5	2	3	150.0%	2	2	0	0.0%	9
NEWTON	6	0	6	N/C	0	2	-2	-100.0%	8
VAN NUYS	2	3	-1	-33.3%	3	2	1	50.0%	7
HOLLENBECK	2	3	-1	-33.3%	3	1	2	200.0%	6
SOUTHEAST	2	0	2	N/C	0	4	-4	-100.0%	6
DEVONSHIRE	3	2	1	50.0%	2	1	1	100.0%	6
HARBOR	1	2	-1	-50.0%	2	2	0	0.0%	5
RAMPART	1	3	-2	-66.7%	3	1	2	200.0%	5
WILSHIRE	2	3	-1	-33.3%	3	0	3	N/C	5
NORTH HWD	2	3	-1	-33.3%	3	0	3	N/C	5
MISSION	3	0	3	N/C	0	1	-1	-100.0%	4
TOPANGA	1	2	-1	-50.0%	2	0	2	N/C	3
WEST VALLEY	1	1	0	0.0%	1	1	0	0.0%	3
FOOTHILL	1	1	0	0.0%	1	1	0	0.0%	3
WEST LA	2	0	2	N/C	0	0	0	N/C	2
HOLLYWOOD	1	0	1	N/C	0	1	-1	-100.0%	2
NORTH HOLLYWOOD	0	0	0	N/C	0	1	-1	-100.0%	1
TOTAL	55	40	15	37.5%	40	42	-2	-4.8%	137

OPERATIONS
BUREAU
YTD 3 - YEARS



■ CENTRAL
■ SOUTH
■ VALLEY
■ WEST

Monthly Bus / Rail Operator Assault Recap Report
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3 Year to Date Victim & Suspect Demographic - Statistical Analysis

VICTIM														
YEAR	MALE						FEMALE						% of TOTAL	
	H	B	O	W	A	TOTAL	B	H	W	X	O	TOTAL		TOTAL
2022	21	9	2	2	1	35	12	8	0	1	0	21	55	40.1%
2021	14	3	3	1	0	21	10	8	1	0	0	19	40	29.2%
2020	12	8	3	2	1	26	9	6	0	0	1	16	42	30.7%
TOTAL	47	20	8	5	2	81	31	22	1	1	1	55	137	100.0%
% of TOTAL	34.3%	14.6%	5.8%	3.6%	1.5%	59.1%	22.6%	16.1%	0.7%	0.7%	0.7%	40.1%	100.0%	

SUSPECT															
YEAR	MALE							FEMALE						TOTAL	% of TOTAL
	B	H	W	A	O	UNKN	TOTAL	B	H	A	W	UNKN	TOTAL		
2022	23	18	7	0	0	0	48	7	2	1	0	1	11	59	42.1%
2021	16	9	6	1	1	1	34	5	1	0	0	0	6	40	28.6%
2020	20	5	3	1	1	0	30	9	1	0	1	0	11	41	29.3%
TOTAL	59	32	16	2	2	1	112	21	4	1	1	1	28	140	100.0%
% of TOTAL	42.1%	22.9%	11.4%	1.4%	1.4%	0.7%	80.0%	15.0%	2.9%	0.7%	0.7%	0.7%	20.0%	100.0%	

Note: Some incidents included multiple suspects.



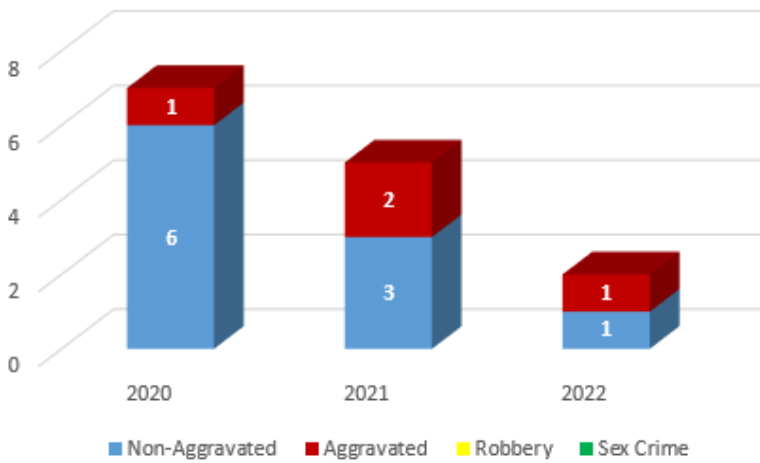
Monthly Bus/Rail Operator Assault Report



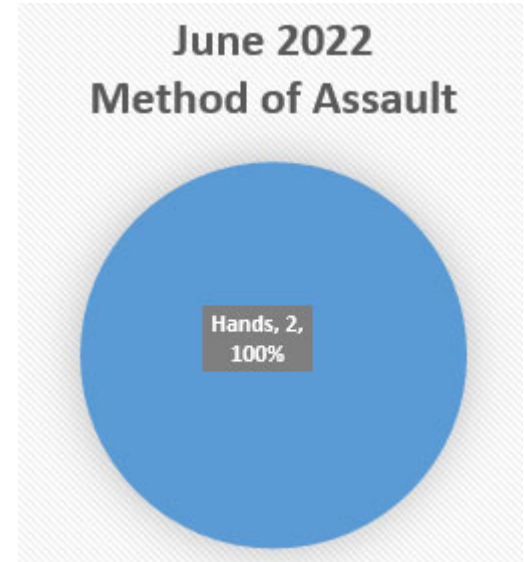
June 2022

June Bus/Rail Operator Assaults

June 2020 - 2022 Assaults



June 2022 Method of Assault



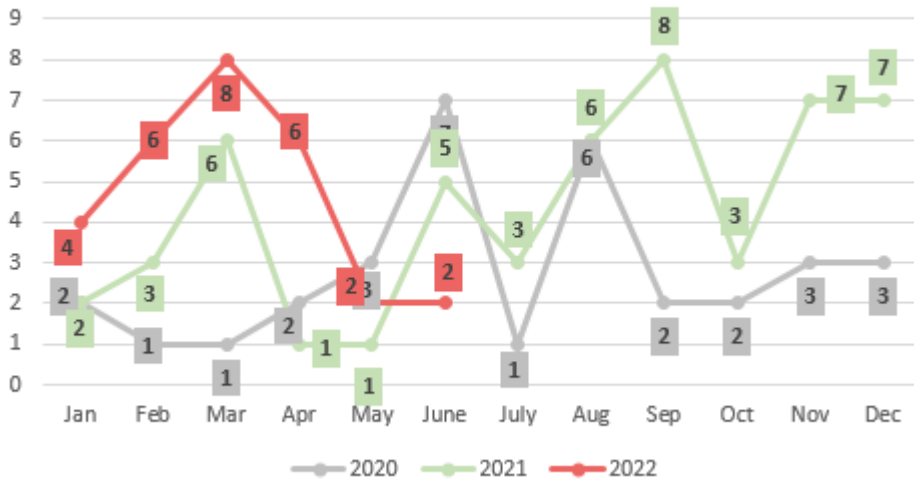
In June, there was one non-aggravated assault, and one aggravated assault with an arrest.

Date	Time	Line	Bus #	Narrative	Barrier
6/2/2022	15:40	260	4009	Bell 6/2 1540hrs Sus MH/20s punched bus op in face over not wearing mask	Yes
6/8/2022	8:17	74	1781	Glendale 6/8 0817hrs Sus transient MB/31yrs arrested for assaulting bus op trainee for no reason	N/A (o)

*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



YTD Operator Assaults

YTD 2020 - 16

YTD 2021- 18

YTD 2022 - 28

Solve Rate

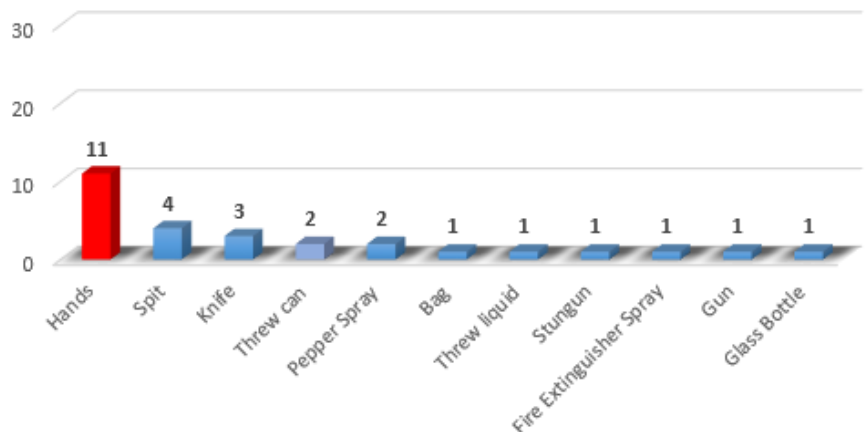
Type	Unsolved	Solved	Total	% Solved
Aggravated Assault	6	5	11	45.5%
Non-Aggravated Assault	10	7	17	41.2%
Robbery			0	#DIV/0!
Sex Crime			0	#DIV/0!
Total	16	12	28	42.9%

43% of assaults have been solved. The most frequent method of assault has been using hands.

Top Reasons for Assault

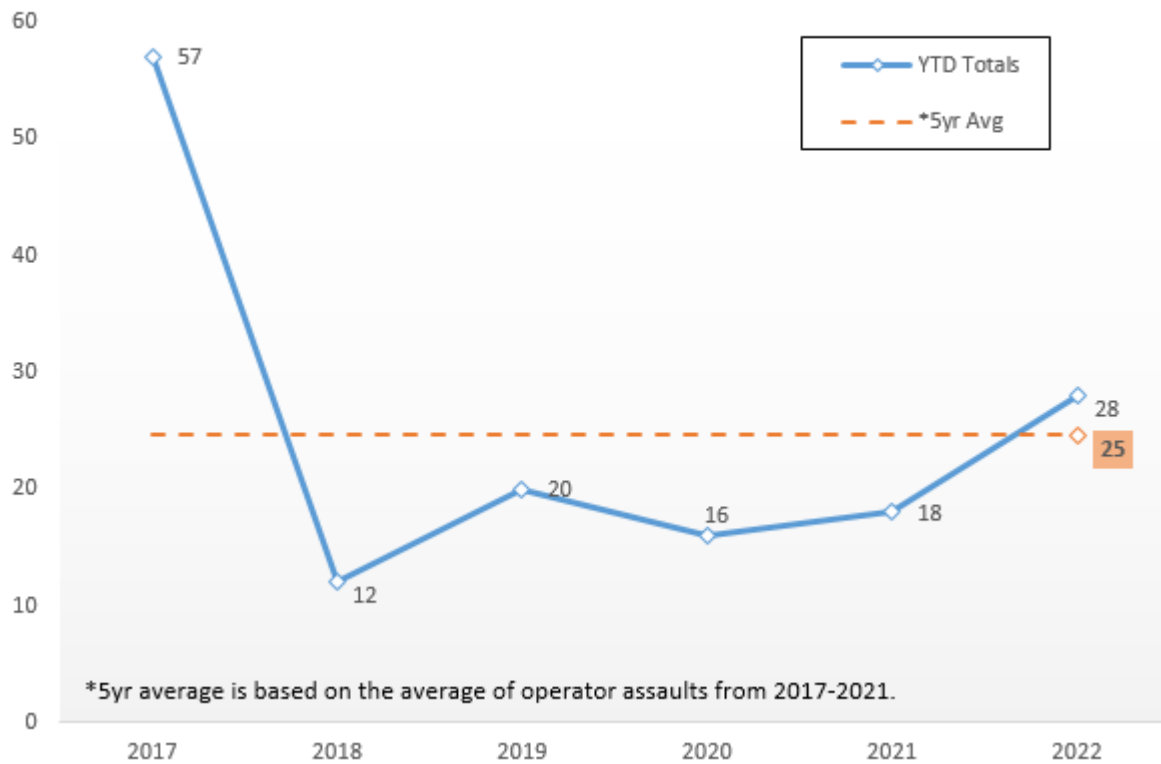
Reason	Count
Other	6
No Reason	6
Mentally ill	3
Disorderly	3
Fare	2
Out of service	2
Policy/drink	1
Passenger Pass Up	1
Other/Vehicle accident	1
Mask/Fare	1
Mask	1
Policy/Food	1
Grand Total	28

Year to Date: Method of Assault



Year to Date Assaults CONTINUED

Bus/Rail Operator Assaults - YTD

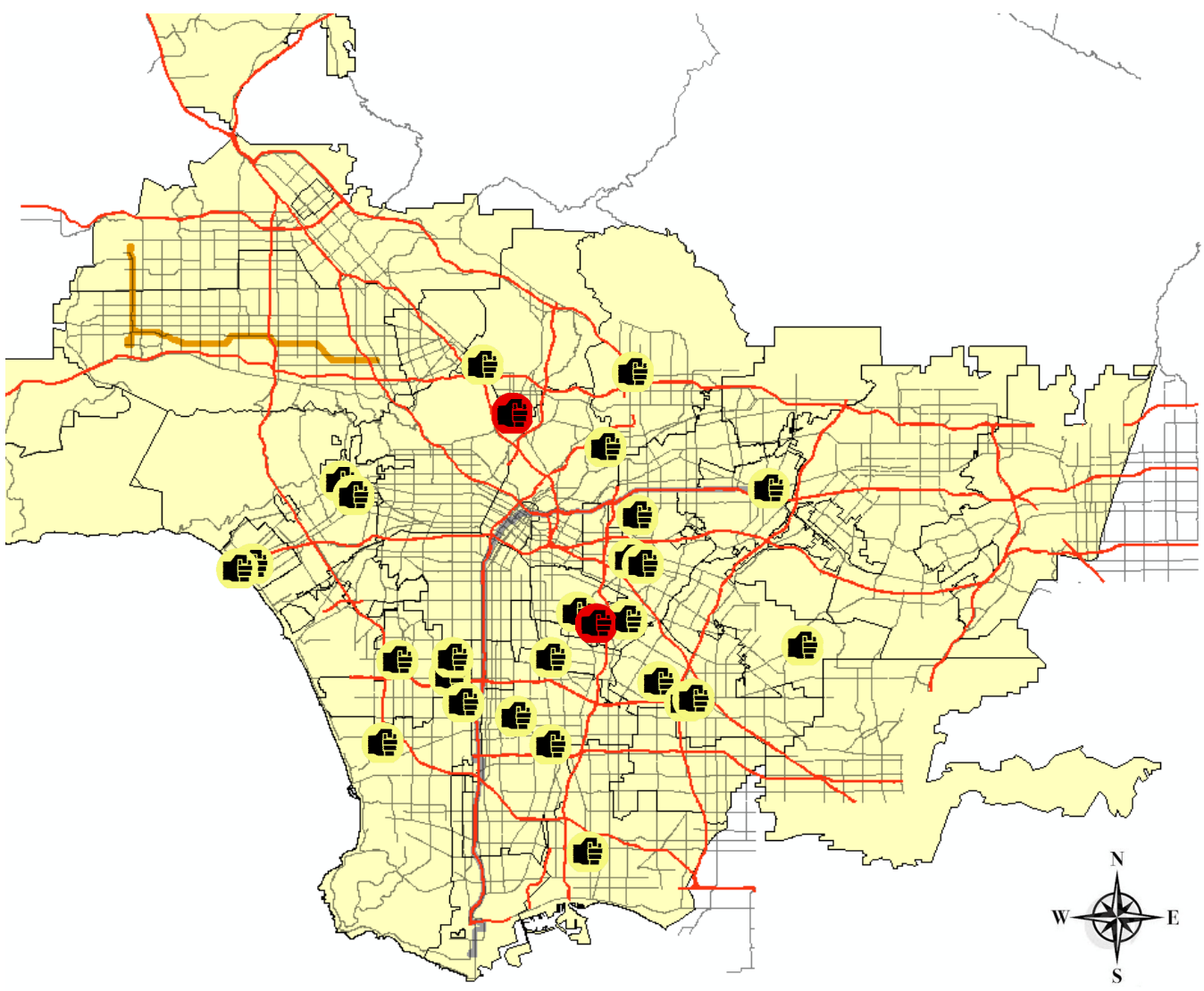


Prior to July 1st 2017, LASD patrolled the entire Metro system.



Barrier/No Barrier	Count
Not reported	0
No Barrier/Monitor	0
Operator assaulted outside barrier	10
Barrier (Not Used)	0
Barrier Used	18
Grand Total	28

Of the 28 incidents reported this year, 10 occurred outside the barrier. In 18 incidents, the barrier was used.

Map of 2022 Bus/Rail Operator Assaults



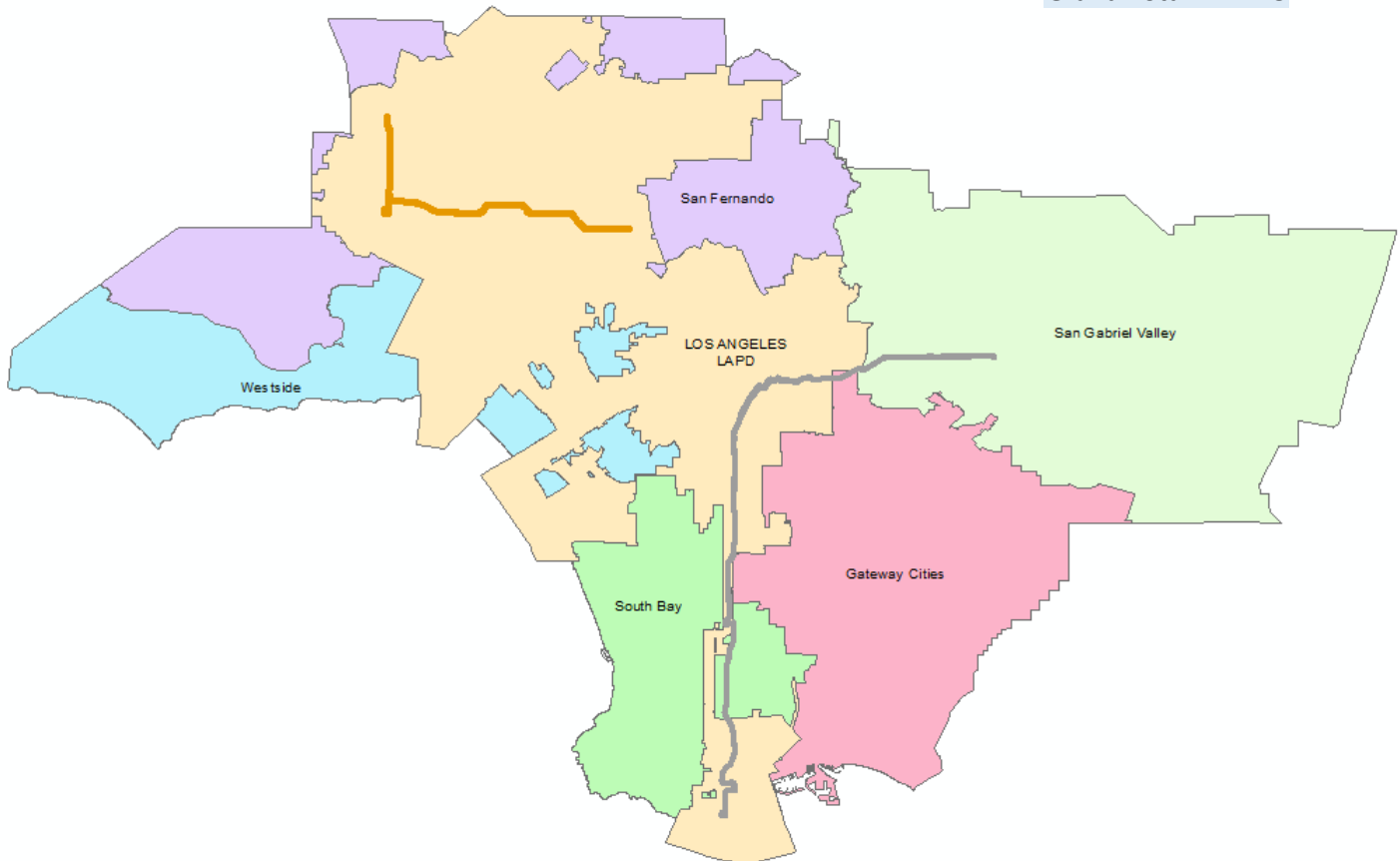
Bus Operator Assaults

-  June
-  Jan—May

Bus Sector and Line Statistics - YTD

Sector	Count
South Bus Gateway	11
South Bus Southbay	6
North Bus San Gabriel	3
South Bus Westside	2
North Bus San Fernando	2
South Rail Green	1
North Rail Expo	1
South Rail Expo	1
North Bus El Monte Terminal	1
Grand Total	28

Line	Count
E Line	2
L60	2
L260	2
L18	2
L258	2
L204	2
L207	2
L111	2
L217	1
L287	1
L120	1
L74	1
L266	1
L117	1
C Line	1
L70	1
L662	1
L94	1
L-Unk	1
L51	1
Grand Total	28



Sexual Crime / Harassment Calls for Service May 2022

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 May 1st and May 31st, Metro Transit Security, LAPD, LASD, and LBPD received thirteen (15) incidents and referred a total of thirteen (13) victims of sexual harassment to the above free hotlines. One of the victims left the scene before police arrived, and one victim did not provide her contact information

May 2022 Incident Type & Totals					
	LAPD	LASD	LBPD	MTS	SSLE
Sexual Harassment	0	0	0	0	0
Sexual Battery	12	0	0	0	12
Lewd Conduct	0	0	0	0	0
Indecent Exposure	2	0	0	0	2
Rape	0	1	0	0	1
TOTAL	14	1	0	0	15

Counseling Information Provided	
	May 2022
YES	13
NO- If no, why?	2
Gone On Arrival	1
Did Not Have Info	1
Telephonic Report	0
Not Offered	0
Refused	0
Officer Witnessed Incident	0
TOTAL	15

May 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	5	5
LASD	1	6	7
LBPD	N/A	N/A	N/A
MTS	N/A	N/A	N/A
DEPT AVERAGE	0	5	5

Sexual Crime / Harassment Calls for Service June 2022

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 June 1st and June 30th, Metro Transit Security, LAPD, LASD, and LBPB received ten (10) incidents and referred a total of ten (10) victims of sexual harassment to the above free hotlines.

June 2022 Incident Type & Totals					
	LAPD	LASD	LBPB	MTS	SSLE
Sexual Harassment	0	0	0	0	0
Sexual Battery	7	0	0	0	7
Lewd Conduct	0	0	0	0	0
Indecent Exposure	1	1	0	0	2
Rape	1	0	0	0	1
TOTAL	9	1	0	0	10

Counseling Information Provided	
	June 2022
YES	10
NO- If no, why?	0
Gone On Arrival	0
Did Not Have Info	0
Telephonic Report	0
Not Offered	0
Refused	0
Officer Witnessed Incident	0
TOTAL	10

June 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	5	5
LASD	N/A	N/A	N/A
LBPB	N/A	N/A	N/A
MTS	N/A	N/A	N/A
DEPT AVERAGE	0	5	5