



OCTOBER 11, 2002

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

FROM: JOHN B. CATOE, JR.
DEPUTY CHIEF EXECUTIVE OFFICER

SUBJECT: SECURITY & LAW ENFORCEMENT REQUEST
FOR PROPOSALS

Oct 11 - Security RFP

ISSUE

On October 1, 2002, a Request for Proposals (RFP) for security and law enforcement services was issued.

BACKGROUND

At the July 2002 Board meeting, the Board approved a nine-point Security Policy and provided staff direction to solicit proposals from law enforcement agencies for security services. Soon after the Board meeting, staff organized a pre-scoping meeting that was attended by representatives from the LAPD, LASD, and Pasadena Police Department. The Pre-Scoping meeting offered the opportunity for all potential proposers to ask questions concerning the process and its goals. Over the course of the following two months, a team of MTA staff members met regularly to develop a detailed scope of work, including the front-end documents for the RFP.

On October 1, 2002, the Request for Proposals (RFP) for security and law enforcement services was issued. The RFP was hand delivered by MTA Security personnel to representatives of the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and the City of Pasadena Police Department. Additionally, the solicitation will be posted on the MTA Internet site and in the Los Angeles Times. The RFP was issued with a 45-day response period, with final proposals being due by no later than 3:00 PM on November 15, 2002.

DISCUSSION

The scope of work was divided into three sections, a bus component, a bus and Metro Red Line component, and a light rail component. The bus component was further divided into five Transit Community Policing Areas. The following table reflects the various components of the scope of work in which each agency may consider submitting proposals:

COMPONENT	TRANSIT COMMUNITY POLICING AREA
Bus	San Fernando Valley
	Westside
	South Bay
	Gateway Cities
	San Gabriel Valley
Bus and Metro Red Line	Central
Light Rail	Metro Blue Line
	Metro Green Line
	Metro Gold Line

The Following reflects some of the various emphasis areas of the Scope of Work and the Evaluation Criteria:

Pricing

Respondents will detail their personnel pricing proposal for all sworn and non-sworn personnel. The pricing component will be based on a weighted average, fully burdened hourly rate for all directly charge personnel. This fully burdened hourly rate should not be the fully allocated cost of the proposed personnel. Rather, this fully burdened hourly rate should represent the marginal hourly cost of the proposed employees, including employee fringe benefits, capital costs, other direct costs, and general and administrative costs.

Transit Community Policing

Respondents proposed philosophy in the application of community based policing concepts to a transit system. Respondents should propose a strategy with heavy emphasis on problem solving to a zero tolerance for quality of life crimes.

Proposer's Transit Community Policing Commanding Officers

The MTA shall have the ability to interview from the contractor's short list of nominated Transit Community Policing commanding officer candidates and to notify the contractor regarding candidates deemed unacceptable.

Innovative Management and Organization Strategies

Proposers are challenged to apply innovative management and organizational structures in an attempt to limit the number of high paid management staff provided in their proposal and in an effort to avoid organizational structures similar to stand-alone police departments.

Role of MTA Chief of Transit Security and Law Enforcement

The MTA Chief of Transit Security and Law Enforcement (Chief) shall have final responsibility and authority over the MTA's Transit Community Policing Program. The Chief is responsible for implementing MTA Board policy and the administrative and operational directions of the MTA Chief Executive Officer and Deputy Chief Executive Officer. Within these policies and directives, the Chief shall establish priorities for resource allocation of Transit Community Policing and security assets.

Civilian Fare enforcement (Rail)

The contractor shall provide a civilian fare enforcement capability that utilizes uniformed, non-sworn, personnel to enforce the MTA's fare policy and regulations. This capability may be provided by the contractor's internal civilian staff or the capability may be subcontracted to an outside firm. Under either approach, the contractor is responsible for the quality of this important service.

Plainclothes Details and Special Teams

In many cases deployment of plainclothes functions is a more effective tactic than uniformed patrol to address certain quality of life Transit Community Policing problems. Therefore, the contractor shall establish plainclothes functions and capabilities designed to enhance the security of the MTA's Transit Community Policing Areas. Special Teams may focus, but are not limited to, such functions as anti-graffiti, anti-sexual predator, anti-pick pocketing, revenue protection, anti-terrorism, anti-insurance fraud, and transit crime analysis.

Crime Reporting and Analysis

The contractor shall develop and implement a crime reporting and analysis program in support of the MTA. This program may be based on the contractor's own internal crime reporting and analysis programs and protocols with modifications to meet the needs of the MTA.

Productivity Reports and Analysis

The contractor shall provide the MTA with all reasonable and customary productivity data, reports, and analysis to enable both the contractor's management and MTA management the information necessary to effectively and efficiently administer the Transit Community Policing Program.

Independent Auditing and Penalties

The MTA will independently audit compliance with the provisions of the final MOA/MOU. These audits will include evaluations of the monthly, and other periodic reports, fare evasion data, labor hours charged to the MTA and other activities and information. Contractors shall cooperate in all of these audit activities. Independent audit results that find material differences in reporting results, personnel being charged to the MTA, but not actively working on MTA

business, or other deviations from the MOA/MOU provisions will be subject to binding arbitration for resolution.

Proposal Scoring

Scoring for the proposals shall be as follows:

55% Price

25% Approach

20% Management Plan/Corporate Resources

NEXT STEPS

Staff and legal counsel are completing the draft Memorandum of Understanding (MOU). The draft MOU will be delivered to all interested proposers on or about October 21, 2002.

Proposals are due no later than 3:00 PM on November 15, 2002, after which, the MTA security team will meet to evaluate and score the proposals. A full report, including recommendations, will be prepared for the December 12, 2002 Board Meeting. After Board action for award, staff will meet with the awardees over the following 60 days to negotiate final MOUs, and return to the Board for final approval in early 2003.