

# **Los Angeles Sheriff's Department/ Metro Transit Security Program Update**

**Operations Committee**

**January 15, 2009**

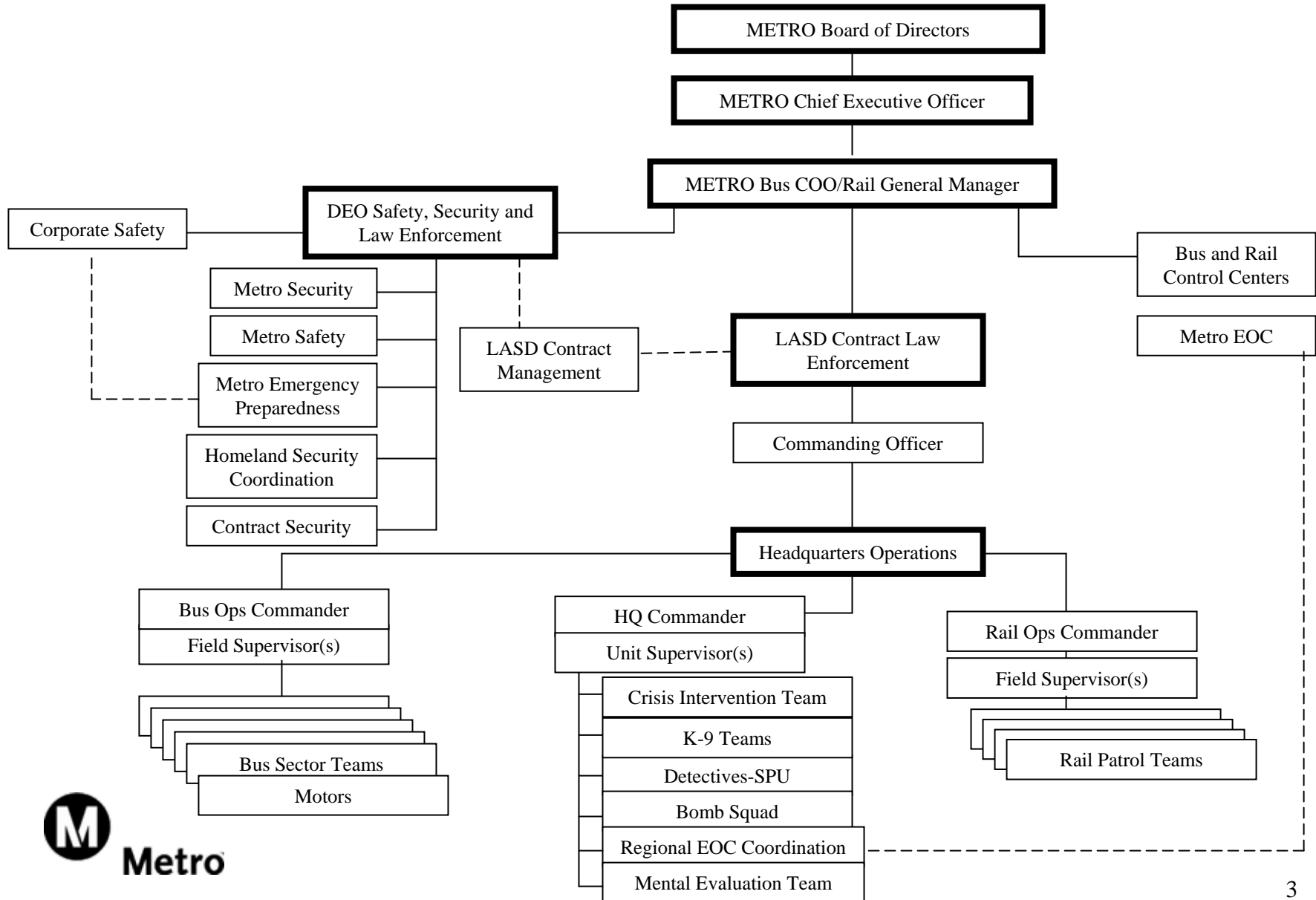


**Metro**

# Chain of Command

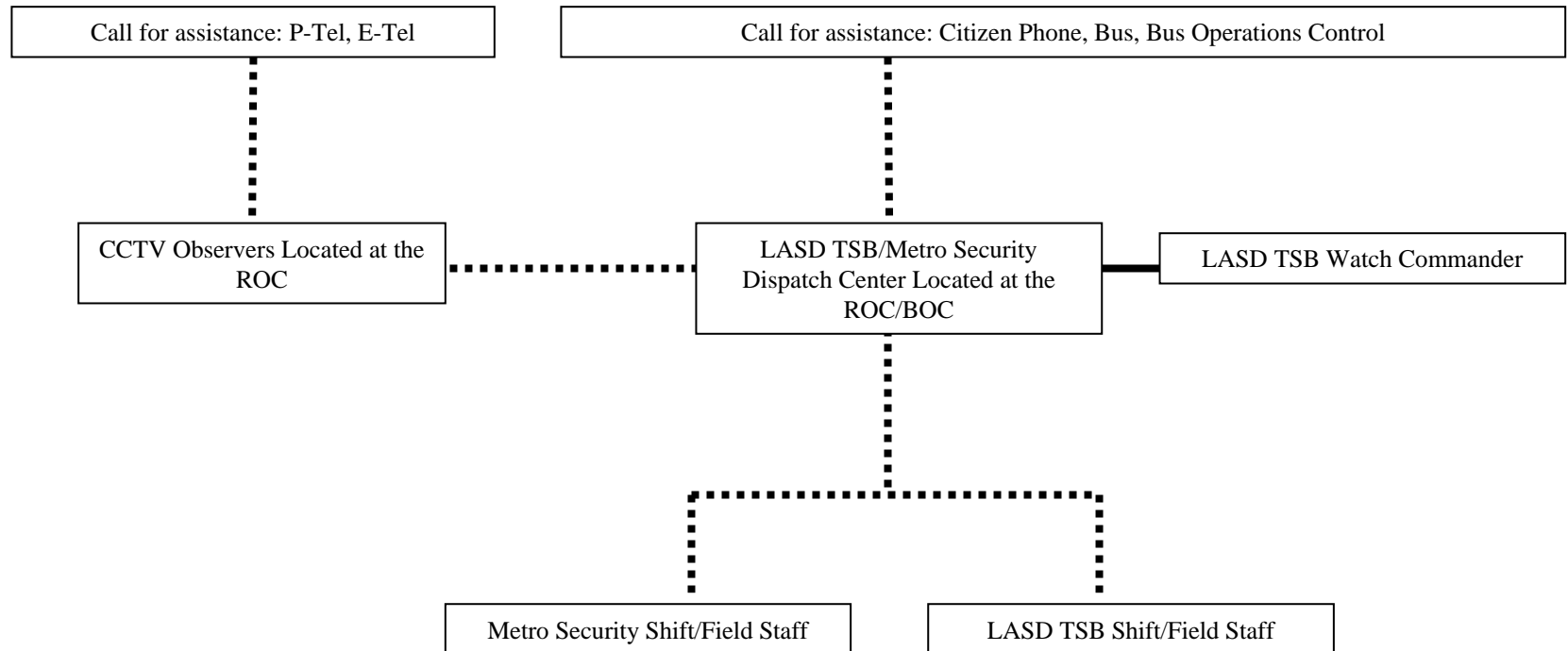
- Chief Executive Officer has delegated the notification of security issues, major incidents, and after action reports to the Chief Operations Officer and General Manager, Rail Operations
- Conceptual Communications Framework:
  - Weekly meetings (Deputy Executive Officer Safety & Security/LASD)
  - Bi-weekly meetings (Bus/Rail General Managers)

# Chain of Command...Cont.



# Chain of Command...Cont.

## Communication and Reporting



# Deployment

## Negotiations began December 16, 2008

- LASD will submit a preliminary deployment plan (1<sup>st</sup> week of January)
- Metro to derive modal deployment ratios
- Conceptual allocation methodologies discussed thus far:
  - Calls by Service Sector
  - Calls by Mode
  - Some percentage of flexible deployment

## Deployment Objective – Increased Security on Bus

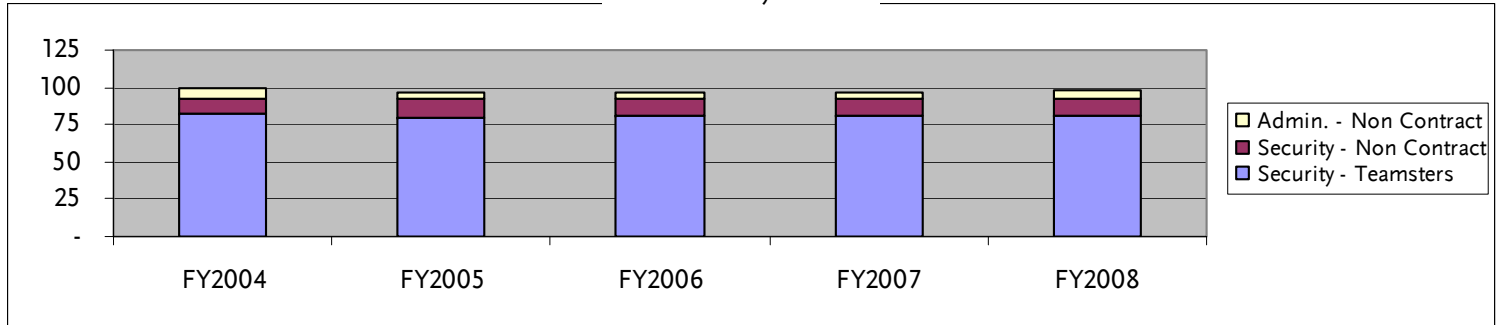
### Target Ratios – Per Motion:

- 40% bus system security
- 40% fixed guideway (rail and busway) security
- 20% discretionary based on risk assessment & need



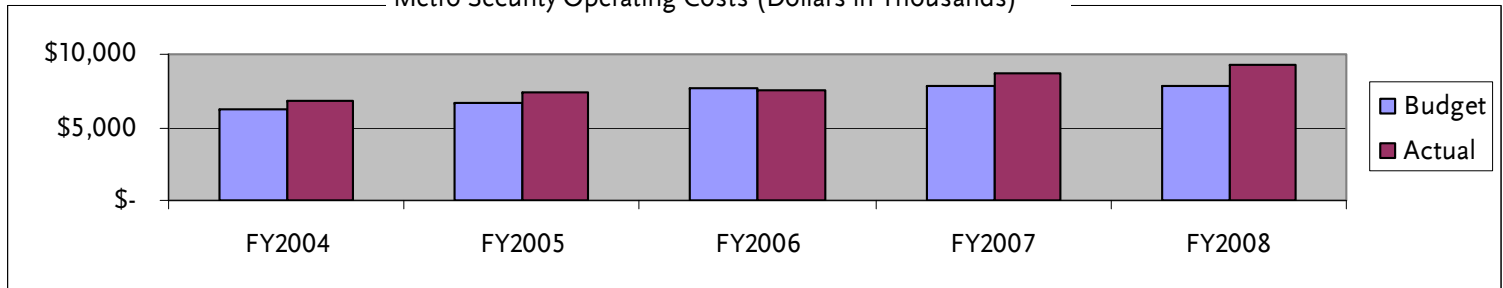
# Cost Profile...Metro Security

Metro Security FTE's



	FY2004	FY2005	FY2006	FY2007	FY2008
Security - Teamsters	82	80	81	81	81
Security - Non Contract	11	13	12	12	11
Admin. - Non Contract	6	4	4	4	6
Total	99	97	97	97	98

Metro Security Operating Costs (Dollars in Thousands)



		FY2004	FY2005	FY2006	FY2007	FY2008
Operating Costs	Budget	\$ 6,304	\$ 6,678	\$ 7,748	\$ 7,784	\$ 7,798
	Actual	\$ 6,834	\$ 7,349	\$ 7,499	\$ 8,669	\$ 9,292
	O+/(U)	\$ 530	\$ 671	\$ (249)	\$ 885	\$ 1,494

# Budget Variances...Metro Security

- Increase in Ticket Vending Machines (TVM's)– Gold and Orange Line (+22%)
- Increase in stations – Gold and Orange Line (+21%)
- Increased special events (Kodak Center, marathons, marches and demonstrations, festivals, fiestas, and media events)
- Increased Homeland Security alerts
- Increased board room security checks and coverage (fare hearings, public hearings, LRTP hearings, and Measure R)
- Increased revenue protection detail since May 2006 after two Metro token van robberies

## Offsets:

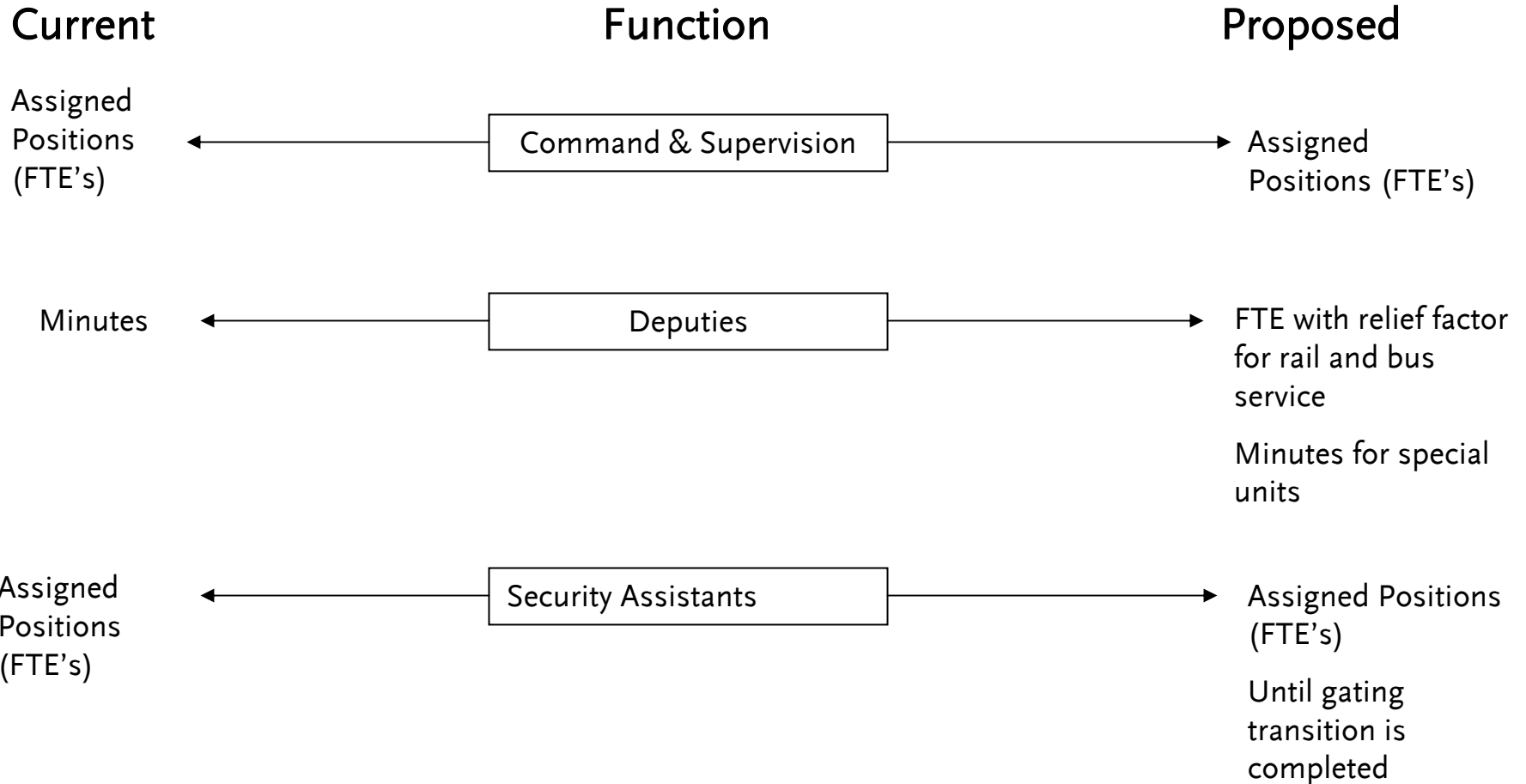
- Enterprise fund efficiencies in other labor categories had offset the coverage of these additional scopes

# Service/Infrastructure Changes

	FISCAL YEAR ACTUAL					Change Incr.+/ (Decr.-)
	2004	2005	2006	2007	2008	
<b>REVENUE SERVICE HOURS- BUS</b>						
Directly Operated	6,154,849	7,029,913	7,083,363	7,035,556	6,982,250	
Contracted Services	471,497	460,279	489,628	495,787	499,130	
Orange Line	-	-	55,537	90,783	96,712	
<b>Total Bus</b>	<b>6,626,346</b>	<b>7,490,192</b>	<b>7,628,528</b>	<b>7,622,126</b>	<b>7,578,092</b>	14%
<b>REVENUE SERVICE HOURS- RAIL</b>						
<b>Total Rail</b>	<b>586,461</b>	<b>614,488</b>	<b>602,912</b>	<b>635,131</b>	<b>648,079</b>	11%
<b>TVMs (Rail Stations + Orange Line)</b>						
Number of Stations	66	66	79	80	80	21%
Number of TVMs	252	252	303	305	307	22%
<b>METRO SECURITY OFFICERS</b>	<b>82</b>	<b>80</b>	<b>81</b>	<b>81</b>	<b>81</b>	-1%
<b>COVERAGE PRODUCTIVITY RATIOS</b>						
Staff/Stations	1: .80	1: .825	1: .98	1: .99	1: .99	
Staff/TVMs	1: 3.07	1: 3.15	1: 3.74	1: 3.77	1: 3.79	



# Metro's Proposed Security Model



# Metro's Proposed Security Model

## Contract Framework:

- Full-Time Equivalent (FTE) based rather than minutes-based
- Adherence to pre-determined supervisory ratios
- Fare inspection is the responsibility of both functions
- Transition of LASD fare inspectors with the implementation of gating