



**Metro**

**REVISED**  
**EXECUTIVE MANAGEMENT & AUDIT COMMITTEE**  
**NOVEMBER 19, 2009**

**SUBJECT: TRANSIT COMMUNITY POLICING SERVICES**

**ACTION: APPROVE MODIFICATION NO. 1 TO CONTRACT NO. PS2610LASD**

**RECOMMENDATION**

Authorize the Chief Executive Officer to execute Modification No. 1 to Contract No. PS2610LASD with the County of Los Angeles Sheriff's Department to provide additional law enforcement services in an amount not to exceed ~~\$2,727,841~~ **\$2,895,460** increasing the Total Contract Value from \$65,921,937 to ~~\$68,649,778~~ **\$69,760,613** for FY10 (**Attachment A**).

**RATIONALE**

The following information summarizes a list of contract additions and programs that are being combined into a single contract modification. It is through the combination of these various additions and programs that we are better able to maximize economy-of-scale savings through the Sheriff's Minutes Model contract scheme. Justification for each addition or program is listed under its description:

**Metro Gold Line Eastside Extension (MGLEE)**

- Redeployment of 12 Deputy Sheriffs from Union Station/Gateway and Orange Line to the MGLEE.
- Addition of two 56 hour, two-person Deputy Service Units
- Addition of one 40 hour, non-relief Deputy Service Unit
- Addition of eight 40 hour, non-relief Security Assistant Units
- Addition of one Sergeant position
- Addition of a Special Overtime Fund (\$800,000) to supplement the above redeployments and additions as needed

After execution of the current contract with the County of Los Angeles, a peer review was conducted on the MGLEE at the request of the CEO. The purpose of the review was to determine if the MGLEE adequately provides for the safety and security of the patrons and the system. The peer group recommended the law enforcement staffing level be increased.

The CEO requested that the Sheriff's Department determine a staffing plan that ensured the safety and security of MGLEE patrons and system without severely impacting existing transit system deployments. The above staffing adjustments are reflective of extensive interaction and coordination between Transit Services Bureau (TSB) and staff. These modifications also reflect creative planning and adjustments to allow for the lowest overall cost while ensuring the safety and security of the MGLEE. A onetime Special Overtime Fund was identified to augment the deployments if they were determined to be deficient. In addition, if unique, unforeseen events or issues were to occur that necessitated special law enforcement operations, they would also be supported by this fund.

The current deployment model was the considered alternative, but does not provide the safety and security levels recommended by the peer review.

### Red Light Camera Program

Addition of three Law Enforcement Technician (LET) positions

Since the onset of the Red Light Camera Program in the early 2000's, no staffing was allocated for the law enforcement component of the program's administration. To date, TSB utilizes one full-time bonus detective, one full-time bonus Team Leader, one part-time deputy generalist and one part-time LET to handle all of the law enforcement administrative functions (the term "bonus" refers to a deputy who earns 5.5% more than a deputy generalist). These functions include review of each photographed violation for accuracy, mailing of citations to registered owners, hearing appeals from individuals receiving citations and courtroom appearances to provide insight and expert testimony for the court.

These personnel currently provide administrative support for the Red Light Programs on the Blue Line and the Orange Line. The MGLEE Red Light Program will be coming online. The total cost to Metro for these employees to provide law enforcement administration of the Red Light Camera Program is approximately \$421,456 annually.

With the current contract with the County, we have placed a high priority on ensuring the greatest field presence for Deputy Sheriffs. The above listed additions will enable three deputies to return to their primary roles of field presence and support for the Metro bus and rail systems. The cost for the three additional LETs is approximately \$223,407.

Considered alternatives were to continue with current ad hoc program administration or utilize additional law enforcement officers for the program due to the addition of the MGLEE, which would raise the costs significantly.

### Bus Operations Center – Law Enforcement Liaison

Addition of three Law Enforcement Technician positions

For many years, there have been significant communications delays between bus operators in need of law enforcement assistance and the TSB desk where assistance is dispatched. These delays have resulted, many times, in emergency services not responding in a timely manner, or on some occasions, not responding at all. This is unacceptable to both Metro and TSB command staff.

Until an affordable technological solution is determined, Metro and TSB have devised a plan to place Law Enforcement Technician (LET) personnel in Bus Operations Control (BOC) on both the AM and PM Shifts, Monday through Friday. This will enable more robust communications with workers directly linked to the TSB Desk at Rail Operations Control (ROC) which is the dispatch center for all TSB law enforcement staff. These will be relief positions, meaning they will be staffed each week, regardless of holidays, sick call-outs, vacations, etc.

One alternative considered was the assignment of Deputy Sheriffs to serve as liaisons instead of LETs. However, doing this would have more than tripled labor costs. Another alternative considered was, as mentioned earlier, was to find a technological solution. We are currently working on this option and are confident it will be more cost effective and reduce the number of people involved, thereby increasing our ability to receive law enforcement related information from bus operators more quickly than compared to today.

#### Oversight of Metro Security

This involves the addition of one Sheriff's Lieutenant Position to provide consistent oversight for Metro's Security Department. The main purpose was to remove the separated operational command structures that had been in existence for the past three years and combine them within one chain-of-command under the authority of the Chief of Transit Policing.

While several alternatives were considered, all allowed for a split chain-of-command, which proved to be divisive for the involved units, and posed an increased liability issue for Metro.

#### Inclusion of Grant Funded Deputies within County/Metro Contract

Through the 2008 Transit Security Grant Program (TSGP 08), the Board had agreed to accept \$754,588 in grant funding from the Transportation Security Administration (TSA) to support the expansion of TSB's Threat Interdiction Unit (TIU). The funding was anticipated to support approximately 3.6 deputy personnel at the current salary and benefit levels. The Sheriff's Contract Law Enforcement Bureau (CLEB) was asked if additional per-deputy savings could be realized if the personnel items funded by the grant were included within the current law enforcement services contract between the County of Los Angeles and Metro.

CLEB advised the funding amount if added to the current contract, would support the addition of four Deputy Sheriff Generalist personnel and an overtime pool of \$152,424 (inclusive of Worker's Compensation and liability costs). These additions to the contract will be for the term of the grant and could continue if Metro determines to sustain the program beyond the contract term. This is not a net cost to Metro.

One alternative considered was to move forward with the Grant Program expansion as is, which would eliminate one full deputy position, or reduce the effective operational term.

**FINANCIAL IMPACT**

The funding of \$86.7 million is included in the FY10 budget in cost center number 2610, Transit Security & Law Enforcement under multiple bus and rail operating and capital projects. This budget includes \$6.7 million of federal Department of Homeland Security (DHS) grants. One of the activities proposed is the inclusion of 3.6 grant funded deputies. These are funded with the \$754,588 of the DHS grant. Since this is a multi-year contract, the cost center manager and Executive Officer will be accountable for budgeting the cost in future years. In FY09, \$63 million was expended on the LASD contract.

**Impact on Bus and Rail Operating and Capital Budget**

The sources of funds used for these expenses are Enterprise Fund revenues such as fares, sales tax revenues, and TDA4, for example. The revenues are eligible for bus and rail operating and capital expenses and federal DHS funds. No other source of funds was considered for these expenses because this is the appropriate fund source for activities that benefit bus and rail operations. The proposed safety and security improvements are anticipated to increase the bus and rail annual operating costs by approximately ~~\$2.7~~ **\$2.9** million per year.

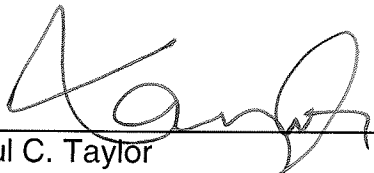
**ALTERNATIVES CONSIDERED**

All alternatives considered for this Board item are described at the end of each sub-heading in the Rationale Section of this report.

**ATTACHMENT**

- A. Procurement Summary

Prepared by: Patricia Soto, Administrative Director, Office of the CEO



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Paul C. Taylor  
Deputy Chief Executive Officer



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Arthur T. Leahy  
Chief Executive Officer

## ATTACHMENT A

<u>Proposed Service Units</u>	Number	Unit Cost	Annual Cost
56 Hour Two Deputy Units	56.34	659,458	37,153,844
56 Hour One Deputy Units	50	329,729	16,486,441
Non-Relieved Deputy Units	4	214,110	856,439
MET Deputy	2	222,731	445,463
Team Leaders	12	222,731	2,672,776
Team Leader - Motor Officer	1	231,724	231,724
Canine Deputy	6	222,731	1,336,388
Motor Units	22	222,628	4,897,807
Security Assistant	79	54,664	4,318,444
			<u>68,399,325</u>
General Special Overtime Fund		300,000	
GLE Special Overtime Fund		730,191	
TIU Special Overtime Fund		139,123	
Workers' Compensation	6.369%	74,478	
Canine Support		39,012	
Subtotal		<u>1,282,804</u>	
Liability Insurance	3.000%	38,484	
Training Fund		40,000	
Total Supplemental Cost			<u>1,361,288</u>
Total Contract Cost			<u><u>69,760,613</u></u>

October 1 thru June 30	October 1 thru June 30
BEFORE Additions	AFTER Additions
\$49,425,000	\$52,320,460

**Overall Contract Increase for FY 09/10**  
**\$2,895,460**

**Contract Additions:**

- (1) Lieutenant (Overhead Item)
- (1) Rail Sergeant (Overhead Item)
- (11.5) Deputies (7.5 GLE and 4 TIU)
- (8) Security Assistants
- (6) Law Enforcement Technicians

**BOARD REPORT ATTACHMENT A  
PROCUREMENT SUMMARY**

**TRANSIT COMMUNITY POLICING SERVICES**

1.	Contract Number: PS2610LASD		
2.	Recommended Vendor: County of Los Angeles, Los Angeles Sheriff's Department		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$2,727,841 \$2,895,460	Recommended Price: \$2,727,841 \$2,895,460	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type:		
5.	Procurement Dates:		
	A. Issued: n/a		
	B. Advertised: n/a		
	C. Pre-proposal Conference: n/a		
	D. Proposals Due: n/a		
	E. Pre-Qualification Completed: n/a		
	F. Conflict of Interest Form Submitted to Ethics: n/a		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: n/a	Date Small Business Evaluation Completed: n/a	
	Small Business Commitment: none		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: n/a	Bids/Proposals Picked up: n/a	Bids/Proposals Received: n/a
8.	Evaluation Information:		
	A. Bidders/Proposers Names:  Los Angeles Sheriff's Department	<u>Bid/Proposal Amount:</u>  \$2,727,841	<u>Best and Final Offer Amount:</u>  n/a
	B. Evaluation Methodology: Details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date: n/a		
	B. Protest Receipt Date: n/a		
	C. Disposition of Protest Date: n/a		
10.	Contract Administrator: Tommye Williams	Telephone Number: 213.922.1051	
11.	Project Manager: Paul C. Taylor	Telephone Number: 213.922.3838	

**BOARD REPORT ATTACHMENT A-1  
PROCUREMENT HISTORY**

**TRANSIT COMMUNITY POLICING SERVICES**

A. Background on Contractor

The Los Angeles Sheriff's Department (LASD) is the largest sheriff's department in the world. In addition to specialized services, LASD currently operates and provides contract law enforcement services throughout and within the many cities that comprise Los Angeles County. LASD has provided law enforcement services to MTA since 1996. LASD has provided acceptable services during this time.

B. Procurement Background

A proposal was submitted to the project office by LASD to provide additional law enforcement services as described in the Rationale section of the Board report. The proposal was reviewed by the project office and negotiations were conducted between the project office and LASD.

C. Evaluation of Proposals

This modification is in compliance with MTA Procurement Policies and Procedures.

D. Cost/Price Analysis Explanation of Variances

The recommended rates have been determined to be fair and reasonable based upon review of the pricing established by the County of Los Angeles Auditor-Controller for LASD as required by Government Code Section 53069.8 (b).



**BOARD REPORT ATTACHMENT A-2  
LIST OF SUBCONTRACTORS**

**TRANSIT COMMUNITY POLICING SERVICES**

**PRIME CONTRACTOR – County of Los Angeles, Los Angeles Sheriff's  
Department**

Small Business Commitment

Other Subcontractors

None

None

Total Commitment: None