TRANSIT SECURITY POLICY

Purpose —

The citizens of Los Angeles County have a basic right to protection and security provided by law enforcement when they use public transportation. Whether underground or above, a transit system passes through many different jurisdictions. Security issues will vary depending on the location within the system and time of day or night. The "moving" environment requires a systematic approach that addresses both the distinct dynamics of transit security and the special concerns of patrons. New threats challenging every citizen's basic freedom of mobility must be met with innovative technology and programs, maximizing use of available financial resources.

Security should be an integral element of MTA's overall operations. The systems approach to security provides MTA with a management tool to ensure that security functions are effectively integrated into system operations. MTA has recognized that cost efficiency and effectiveness in security remains a key objective in implementing a cohesive partnership with outside policing agencies and developing a comprehensive security program.

Substantial investment in developing better intelligence on security activities and the use of technology must be explored. MTA seeks to efficiently maximize resources and control costs by evaluating services provided by local law enforcement agencies as well as public and private security services to improve the level of security, public order, crime prevention and peacekeeping on our system.

MTA promotes a proactive approach in deployment to enhance uniformed police presence in facilities and vehicles to demonstrate a strong commitment to a secure environment. MTA will be focusing on interactive security programs that include customer interface, community outreach and specialized teams handling special detail (e.g., vandalism, pick-pocketing). It is recognized that security plays a key role in promoting confidence in MTA's services.

MTA seeks to ensure that bus and rail passengers receive the same security services that pedestrians and drivers of passenger and commercial vehicles receive from local law enforcement.

The MTA Board of Directors is responsible for approving an agency-wide security policy. The Chief Executive Officer is responsible for ensuring that the policy is converted to an action plan and budget and implemented by staff.

Policy —

1. It is the MTA's policy to provide the highest quality, cost effective, community-based security program possible through the deployment of a highly visible uniformed security presence that proactively and preventatively maintains order, protects customers, employees and properties, and meets the actual and perceived security needs of our transit system.
2. Due to the nature of our business, the MTA requires security services beyond the general law enforcement services received. These services are provided by a contracted partnership with local law enforcement agencies. This arrangement provides a dedicated, highly visible, uniformed presence and special detail for investigation, undercover, and surveillance needs. The MTA's security partnerships seek to cooperatively synchronize transit and community policing efforts.
3. MTA's Chief of Transit Police is responsible for, but not limited to, the following:

* managing contracted security services
* ensuring adequate community based manpower deployment
* maintaining oversight of all programs that enhance the actual and perceived security needs of customers, employees, and properties
* gathering intelligence; coordinating accessible data collection
* coordinating and working in conjunction with local, state and federal law enforcement agencies
* working with the FTA's transit security audit program and the DOT's Transportation Security Administration
* maintaining a proactive anti-terrorism program

1. Fare inspection on MTA buses will continue to be provided by our bus operators. Fare inspection on the metro light rail will continue to employ a proof-of-payment fare system supported by random inspection by security officers or fare inspectors. The Metro Red Line will be inspected by security officers or fare inspectors. A barrier system will be explored for the Metro Red Line. If a barrier system is ultimately approved and installed, fare inspection of the Metro Red Line will no longer be necessary.
2. MTA will invest capital resources in as much security technology, infrastructure and Crime Prevention through Environmental Design (CPTED) as is prudent to cost effectively improve actual and perceived security, limit liability, and reduce claims.
3. MTA seeks to deploy the maximum number of security officers possible per security dollar appropriated and expended.
4. MTA seeks to bring its security costs in line with peer transit agencies and is targeting security costs attributable to the Enterprise Fund at five percent (5%) of the total Metro operating cost, including security cost, in any year and starting in FY04. MTA shall seek to achieve this target through MOU negotiations, annual security budget management, and other efficiencies as may be identified.
5. MTA will develop a comprehensive set of performance standards to ensure compliance with this policy and efficient and effective use of our security forces.
6. Station transit agents will function as additional "eyes and ears" of the transit system, assist passengers with fare media, directions, schedules and coordinate facilities management issues. Disorderly conduct, graffiti, threats to public order and cleanliness issues will not be tolerated.