

TRANSIT POLICE DEPARTMENT

REFERENCE COPY



MTA LIBRARY

METRO BLUE LINE
ALTERNATE SECURITY PLAN
(LACTC REQUEST)
FEBRUARY 23, 1990

BLUE LINE SECURITY

The Transit Police Department consists of law-enforcement professionals who are able to provide maximum security for our transportation system. The Department's personnel meet all state-mandated training requirements, and through on-the-job training, have become experts in handling and identifying crimes related to mass transit activities. The statistics verify the success of the Transit Police Department in the reduction of violent crimes aboard SCRTD conveyances. Transit Police officers have also proven to be experts in the apprehension and prosecuting of pickpocket, 3-card Monte and shell game suspects. Numerous municipal agencies have been trained by our officers in methods of pickpocket detection, apprehension and prosecution.

The role of the Transit Police Officer is becoming more important as the District returns to rail operations. Transit Police Officers and security guards are being deployed on a daily basis to protect District employees, patrons and property against the daily incidents of graffiti, vandalism and assaults which occur on SCRTD buses not only along the rail corridor but throughout the service area. Transit Police Officers have been, and will continue to respond on all crime incidents in order to apprehend violators, conduct undercover surveillance, detect and reduce theft of District property, and protect and monitor revenue collection activities of the District.

The Transit Police Department is proud of their record of achievement on transit crime. During Fiscal Year 1988/'89, RTD buses travelled regularly through the Long Beach-Los Angeles Blue Line corridor. The District keeps records of reported crimes occurring on the buses operating through this corridor. The violent, transit-related crimes that were reported within the Blue Line corridor during Fiscal Year 1988/'89 are reflected in Table I and are compared to the reported Los Angeles County Sheriff's Department's statistics. The figures indicate that the Transit Police Department had a significant impact on the transit crime rate and only a small percentage of "street crimes" are occurring on our buses operating in the Blue Line corridor. The results of a recent survey show that the crime rate on buses operating in the Blue Line corridor is not a serious concern to the riders. The survey indicated that "non-users" of the system had some security concerns, but "actual" system users listed clean, on-time conveyances as more important to them than security issues. They are apparently satisfied with the protection that they are now receiving from the Transit Police Department.

MTA LIBRARY**S.C.R.T.D. LIBRARY**

The SCRTD Transit Police Department possesses the necessary expertise to adequately police and secure the Blue Line in a professional manner that will be acceptable to all parties, whether they be employee, patron or taxpayer. Transit Police Officers and security personnel will conduct mobile patrol around the stations and park 'n' ride lots, as well as ride on board the trains.

As the SCRTD is the system operator, bifurcation of the SCRTD security services could result in losses in operational efficiencies and finances. The Transit Police Department has been involved in rail planning since the beginning of the project. Our knowledge and expertise gained over these years could be lost without our continued participation in the rail projects.

Another bifurcation that will occur if Transit Police Officers do not police the Blue Line will be radio communications between the trains, our Dispatch Center and that of another agency. As the District maintains a public safety dispatch operation, any separation of this function will cause slower response to crimes and other emergencies.

Other operational policies and procedures that must be considered include the use of sworn officers as fare inspectors.

As all parties are concerned with the security of this corridor, it is a recognizable fact that the District, as the operator, must immediately take and maintain control of this line and its equipment. This service requirement is intended to provide an actual perception of safety in the mind of the ridership.

In order to accomplish this task, a high level of police presence is desirable. The RTD anticipates using sworn police officers doubling as fare inspectors. This will provide a high level of actual and perceived safety on the part of the patrons, as well as provide the opportunity to inspect, and collect the proper amount of fare. Civilian job classifications are not being considered during the initial start-up phase.

Having Transit Police Officers act as Fare Inspectors yields several benefits. 1) Enforcement of fare evasion statutes will be efficient and easily accomplished. 2) Disputes between patrons and employees will be reduced, as fewer people will

challenge the authority of a police officer. This will reduce injury cases and wasted time when officers respond to fare dispute calls. 3) Police officers will gain first-hand experience identifying locations where fare evasion is most frequent and be able to develop a profile of the potential violator. Plans can then be developed to target specific problems. 4) The mere presence and personal contact between officer and patron will support the actual and perceived level of safety. This is important as officers will represent a positive image to the public and they may be the only SCRTD employees routinely seen by the ridership. Because the experience of other barrier free systems in North America has prompted a difference of opinion on the use of sworn officers for fare inspection, the District has elected to assign sworn officers at the start of rail service. After the first year as actual statistics and operating experience is gained, the issue can be reassessed.

STAFFING PROCEDURE

On February 16, 1990, the SCRTD received a letter from the LACTC requesting the development of a security staffing plan based on a level of service defined in Table 2. The letter also requested clarification on some cost issues.

The SCRTD Police Department has developed a plan that meets all levels of service delineated in Table 2. The plan is summarized in graphic form in Tables 3 through 8: Table 3 displays the number of patrol officers LACTC requested by time of day; Table 4 displays the number of patrol officers provided by the RTD plan by time of day; Table 5 displays the four work shifts devised to provide the coverage, the hours of each shift and the number of patrol officers fielded on each shift. Tables 6, 7, and 8 display the same data for weekend/holiday deployment.

Table 9 contains data on how the patrol officers will be deployed. The patrol officers will usually be deployed on foot and in vehicles. Both modes are necessary, and in our view, four vehicle patrols must be fielded at all times. Normally, SCRTD Police field two-officer vehicles and foot patrols. The tables depict the number of officers deployed on foot and the number deployed in vehicles, as well as the number of foot and vehicle patrols deployed at any time of the day.

Manpower requirements were determined based on the number of officers required on each shift to attain the levels of service defined in Table 2. The total number of shifts per week was divided by five to determine how many positions were needed to attain the desired levels of officers each day. The number of required positions was adjusted to compensate for relief and absenteeism. To calculate the total number of officers required, a factor of 1.15 was applied to the needed positions to reflect vacations, sick leave, and training. (2,080 total available labor hours per year, 1,810 are productive labor hours.) The results of the calculations, the number of sworn positions required, and the amount of support staff required is listed in Table 10.

FARE INSPECTION

The February 16th letter also requested we assume for the sake of argument that fare inspection would be done by non-sworn personnel. Table 11 is a worksheet which estimates how many non-sworn inspectors are required. However, we do not believe using non-sworn fare inspectors is in the best interest of the patrons. This issue was considered and debated at great length during planning meetings over the past few years prior to making the decision. We intend to provide sworn officers for this function for the reasons previously discussed in this report.

SECURITY

Security will be provided by SCRTD Security Guards. A minimum of two (2) guards will be deployed at the Central Control Facility at all times, and three (3) guards will be deployed at Division 11 at all times. Manpower requirements for security were calculated in the same manner as patrol manpower requirements. The results are listed in Table 12. The guards are an integral part of the police department's patrol divisions, and will be supervised by Senior Guards and the on-duty Watch Commander.

LABOR AND EQUIPMENT COSTS

Table 13 lists the total labor and equipment costs of this theoretical operations plan. The calculations are based on equipment costs, wages, fringes and other elements as appropriate.

CONCLUSION

We have provided this document to facilitate your cost comparison with the Los Angeles County Sheriff's Department. However, we plan to implement our own deployment plan as previously presented in a separate document dated February 8, 1990. Our plan provides a more consistent level of coverage as illustrated in Table 14.

The Transit Police Department is prepared to perform successfully the policing of the Metro Blue Line. The Department was established and challenged to resolve the escalating transit crime problems in the 1970's. The Department has met the challenge and violent transit-related crime has decreased as compared to local jurisdiction crime trends. The major crime problem facing the District today is graffiti. The Transit Police Department has established its expertise in this area, and is meeting the new demands with a specialized task force.

The crime statistics reported by the Los Angeles County Sheriff's Department reflect the limited ability of local law enforcement to control violent crime and gang activity within a widespread jurisdiction. This reinforces the necessity of a Transit Police Department specializing in handling transit crimes, employing techniques in handling large crowds in confined spaces and possessing current knowledge of the intricate fare system and pass structure.

The RTD Police have been looking forward to and preparing for their new responsibilities in policing the Blue Line. Over the last ten years, policies and operational directives have been prepared with this responsibility in mind. Personnel have been hired and trained to be "transit-oriented". Officers are psychologically screened for this assignment when they accept employment with the RTD. They are dedicated to transit protection throughout their careers.

Due to recent increased staffing levels which were not authorized earlier, the current hiring and training schedule will require a supplemental program at the beginning of revenue operations. So, the department is re-activating a Part-time Officer Program.

This program, recognized as a viable alternative by the entire transportation industry, has been used quite successfully on previous occasions at the inception of the department and for security during the 1984 Olympics. We anticipate no problem in meeting our new staffing levels as several local law enforcement agencies have indicated their support and cooperation.

Continued attempts to bifurcate the operations of SCRTD can only result in delay to the orderly implementation of operational and training programs that will assure a successful operation. We have continued to work with LACTC staff to provide data in support of our position on Blue Line security that the public is best served by the cost-effective, coordinated, transit-specialized law enforcement services that the SCRTD is ready to provide.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 REPORTED CRIMES IN THE BLUE LINE CORRIDOR
 CRIMES REPORTED IN LOCAL JURISDICTIONS vs SCRTD

TABLE 1

CRIME	LOCAL AGENCY	SCRTD BLUE LINE	SCRTD DISTRICT WIDE
MURDER	104	0	5
ROBBERY	1232	21	135
ASSAULT (ADW)	2479	30	534
RAPE	100	0	3
TOTAL INCIDENTS	3915	51	677

TRANSIT POLICE DEPARTMENT
 720 E. 15TH STREET
 LOS ANGELES CA 90021
 FEB. 23. 1990

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

LACTC CRITERIA FOR STAFFING LEVELS

MINIMUM LEVEL OF SERVICE - PATROL PERSONNEL ONLY

TABLE 2

Weekdays:

<u>Period</u>	<u>Hours</u>	<u>Personnel</u>
A.M. Peak	5:30 a.m. - 8:30 a.m.	18
Midday	8:30 a.m. - 3:30 p.m.	23
P.M. Peak	3:30 p.m. - 8:30 p.m.	25
Night	8:30 p.m. - 5:30 a.m.	8

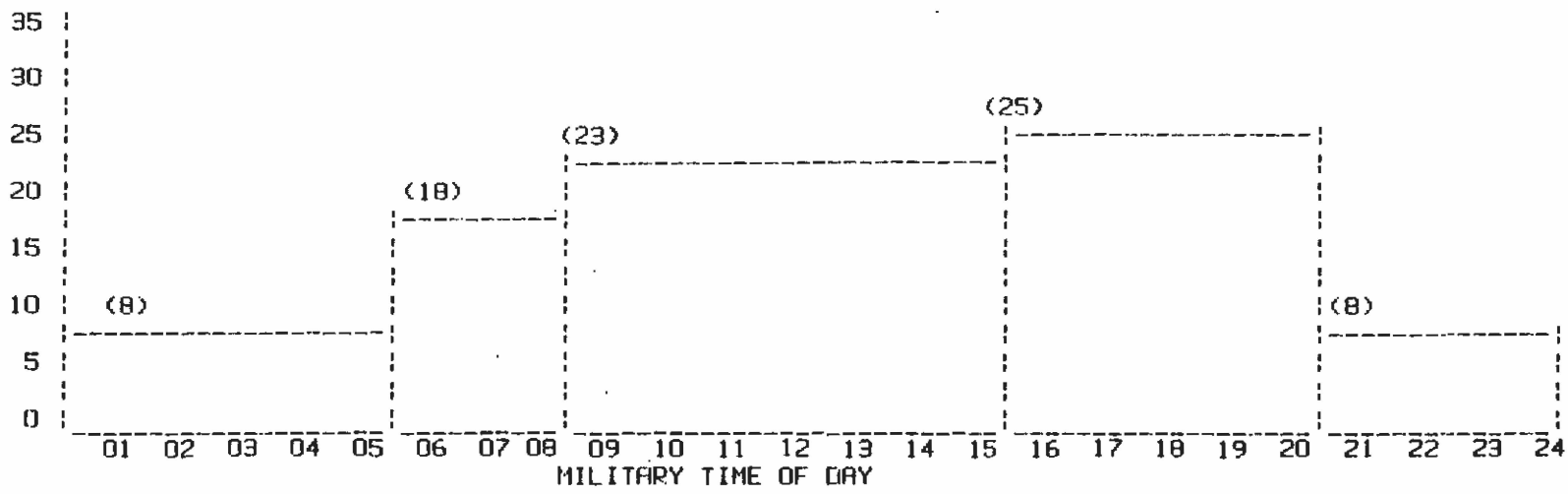
Weekends/Holidays:

Early	5:30 a.m. - 9:00 a.m.	8
Midday	9:00 a.m. - 8:30 p.m.	12
Night	8:30 p.m. - 5:30 a.m.	8

TRANSIT POLICE DEPARTMENT
720 E. 15TH STREET
LOS ANGELES CA 90021
FEB. 23, 1990

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 POLICE PATROL LEVELS vs TIME - LACTC CRITERIA
 WEEKDAYS

NUMBER OF PATROL
 OFFICERS

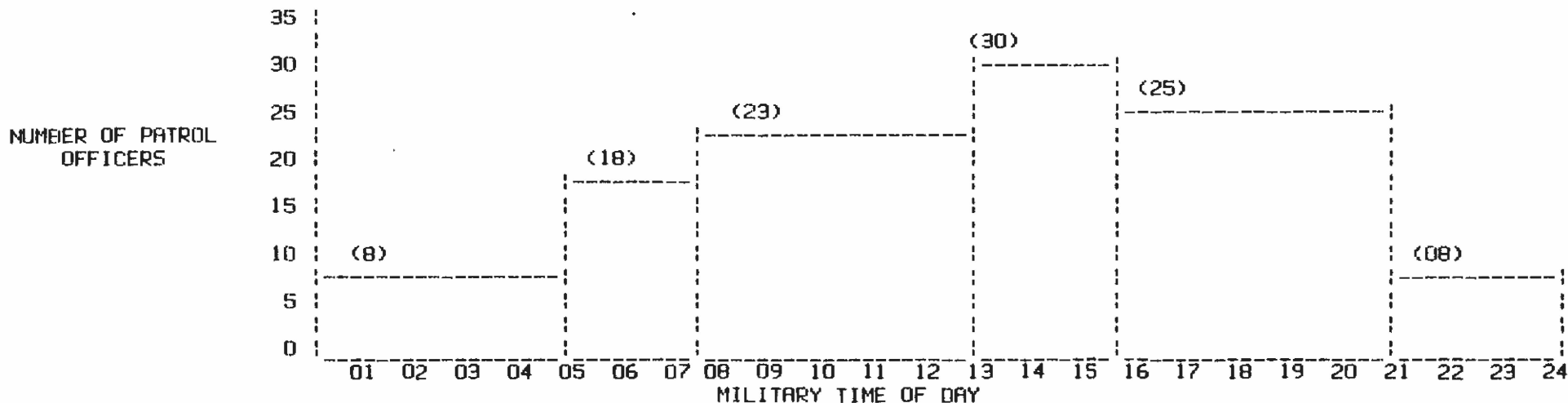


THIS TABLE DISPLAYS LACTC'S REQUESTED DISTRIBUTIONS THROUGHOUT A
 TWENTY-FOUR HOUR PERIOD.

TRANSIT POLICE DEPARTMENT
 720 E. 15th Street
 Los Angeles, CA 90021
 February 23, 1990

TABLE 4

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
POLICE PATROL LEVELS vs TIME - SCRTO PLAN
WEEKDAYS

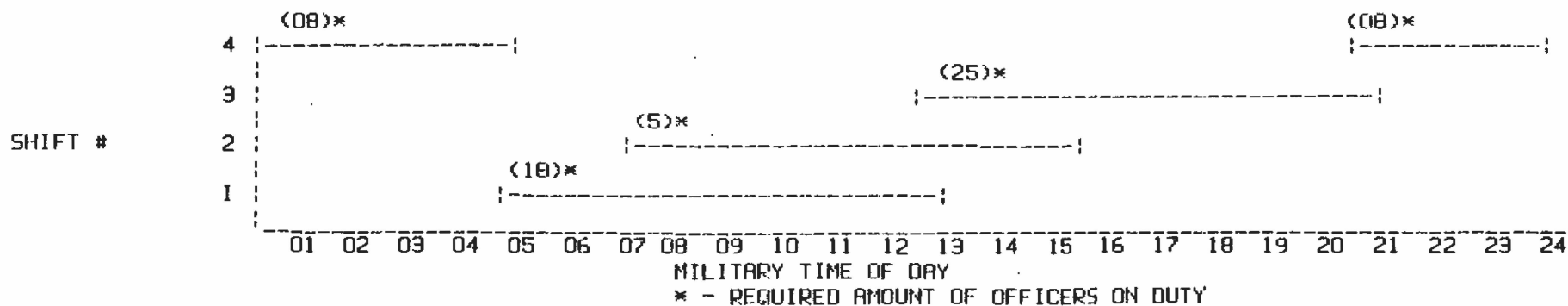


THIS TABLE DISPLAYS THE MANPOWER DISTRIBUTION ATTAINED BY
SCRTO IN RESPONSE TO LACTC'S REQUEST.

TRANSIT POLICE DEPARTMENT
720 E. 15th Street
Los Angeles, CA 90021
February 23, 1990

TABLE 5

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 SHIFT DEPLOYMENT vs TIME - CURRENT PLAN
 WEEKDAYS



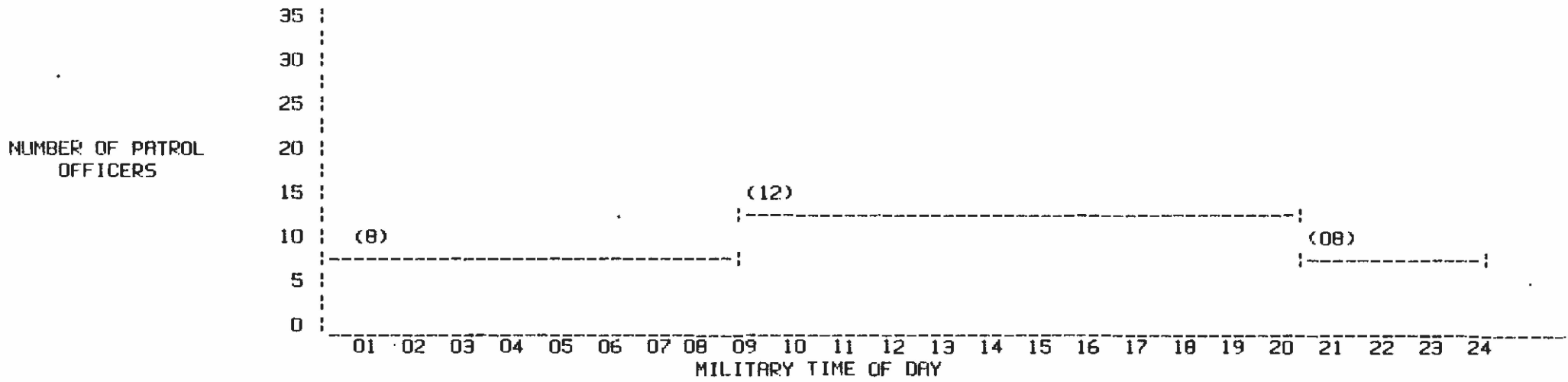
THIS TABLE DISPLAYS THE STARTING AND ENDING TIMES FOR THE FOUR SHIFTS
 REQUIRED TO PROVIDE LACTC'S REQUESTED MANPOWER DISTRIBUTIONS
 THE NUMBER ABOVE EACH SHIFT INDICATES THE NUMBER OF OFFICERS REPORTING
 FOR DUTY.

TRANSIT POLICE DEPARTMENT
 720 E. 15th Street
 Los Angeles, CA 90021
 February 23, 1990

S.C.R.T.D. LIBRARY

TABLE 6

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
POLICE PATROL LEVELS vs TIME - LACTC CRITERIA
WEEKENDS

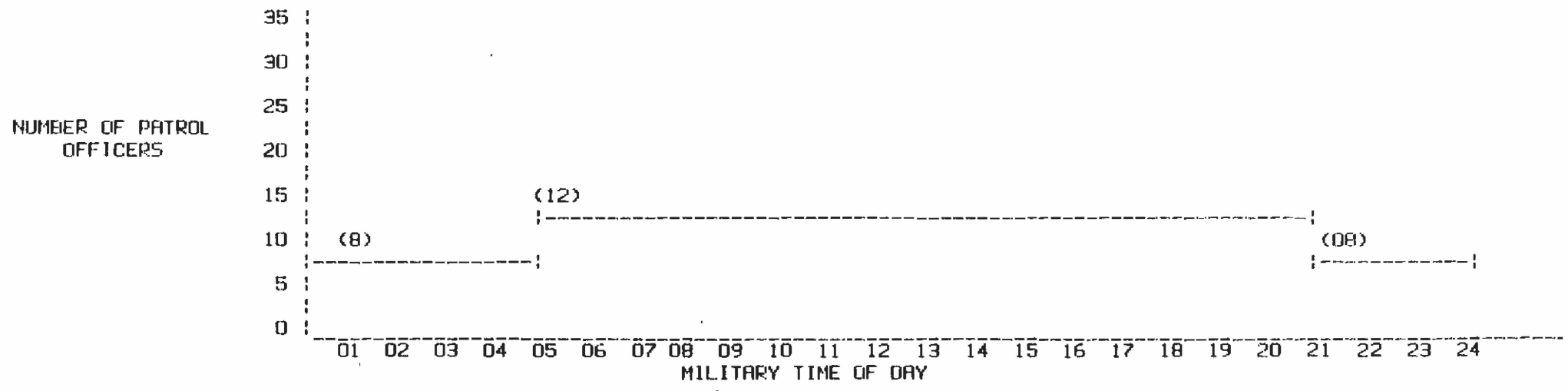


THIS TABLE DISPLAYS LACTC'S REQUESTED DISTRIBUTIONS THROUGHOUT A TWENTY-FOUR HOUR PERIOD.

TRANSIT POLICE DEPARTMENT
720 E. 15th Street
Los Angeles, CA 90021
February 23, 1990

TABLE 7

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
POLICE PATROL LEVELS vs TIME - SCRTD PLAN
WEEKENDS

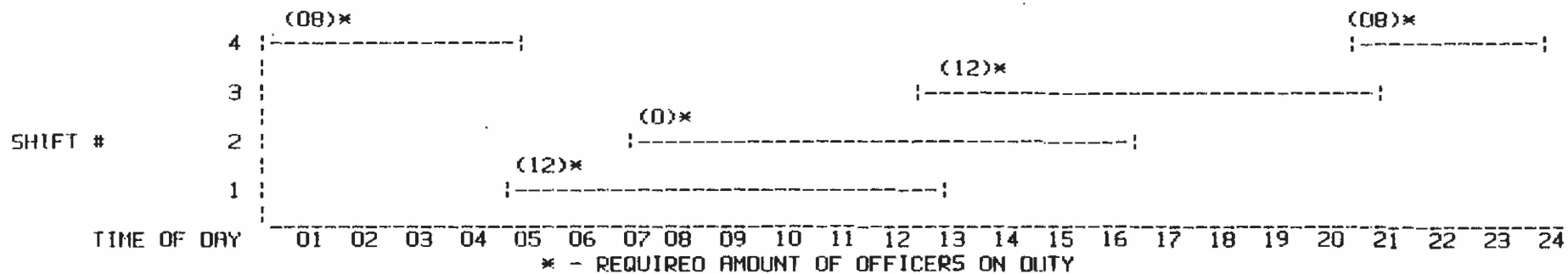


THIS TABLE DISPLAYS THE MANPOWER DISTRIBUTION ATTAINED BY SCRTD
IN RESPONSE TO LACTC'S REQUEST.

TRANSIT POLICE DEPARTMENT
720 E. 15th Street
Los Angeles, CA 90021
February 23, 1990

TABLE 8

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 SHIFT DEPLOYMENT vs TIME - CURRENT PLAN
 WEEKENDS



THIS TABLE DISPLAYS THE STARTING AND ENDING TIMES FOR FOUR SHIFTS
 REQUIRED TO PROVIDE LACTC'S REQUESTED MANPOWER DISTRIBUTIONS.
 THE NUMBER ABOVE EACH SHIFT INDICATES THE NUMBER OF OFFICERS
 ON DUTY.

TRANSIT POLICE DEPARTMENT
 720 E. 15th Street
 Los Angeles, CA 90021
 February 23, 1990

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

VEHICLE AND FOOT DEPLOYMENT
BASED ON LACTC CRITERIA

TABLE 9

TIME OF DAY	WEEKDAY PATROL LEVELS			MINIMUM NUMBER FT PATR TEAMS	MINIMUM NUMBER PATROL CARS
	OFFICERS DEPLOYED	NUMBER ON FOOT	NUMBER ON VEHICLE PATROL		
0500 - 0730	18	10	08	05	04
0730 - 1300	23	16	07	08	04
1300 - 1530	30	22	08	11	04
1530 - 2100	25	18	07	09	04
2100 - 0500	08	0	08	0	04

TIME OF DAY	WEEKEND PATROL LEVELS			MINIMUM NUMBER FT PATR TEAMS	MINIMUM NUMBER PATROL CARS
	OFFICERS DEPLOYED	NUMBER ON FOOT	NUMBER ON VEHICLE PATROL		
0500 - 2100	12	04	08	02	04
2100 - 0500	08	0	08	0	04

TRANSIT POLICE DEPARTMENT
720 E. 15TH STREET
LOS ANGELES CA 90021
FEB. 23, 1990

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 MANPOWER REQUIREMENTS BASED ON LACTC CRITERIA
 SHIFT LEVELS - POLICE PATROL

TABLE 10

WEEKDAYS

CLASSIFIC.	POS. REQ.		PER SHIFT		PER DAY	PER WEEK	POS NEED	1.15 R&A FACTR	STAFF REQMT
	1	2	3	4					
LT.	1	0	1	1	3	15	3	3.45	3
SGT.	4	0	5	2	11	55	11	12.65	13
INV.	5	1	7	2	15	75	15	17.25	17
OFCR.	13	4	18	6	41	205	41	47.15	47

WEEKENDS

CLASSIFIC.	POS. REQ.		PER SHIFT		PER DAY	PER WEEK	POS NEED	1.15 R&A FACTR	STAFF REQMT
	1	2	3	4					
SGT.	2	0	2	1	5	10	2	2.3	2
INV.	3	0	3	2	8	16	3.2	3.7	3
OFCR.	9	0	9	6	24	48	9.6	11.0	11

SWORN POSTIONS REQUIRED

CLASSIFIC.	AMOUNT	
LT.	3	
SGT.	15	
INV.	20	
OFCR.	58	TOTAL - 96

SUPPORT STAFF REQUIRED

CLASSIFIC.	AMOUNT	
SECRETARY	2	
STAFF AIDE	2	TOTAL - 4

TRANSIT POLICE DEPARTMENT
 720 E. 15TH STREET
 LOS ANGELES CA 90021
 FEB. 23, 1990

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

FARE INSPECTION WORKSHEET

TABLE 11

ESTIMATED DAILY RIDERSHIP - FIRST YEAR:
16,000 PATRONS/DAY

REQUIRED INSPECTION RATE TO KEEP THE EVASION RATE TO AN
ACCEPTABLE LEVEL - < 2%:
25%

AVERAGE NUMBER OF PEOPLE A FULL-TIME INSPECTOR CAN CHECK:
850 PEOPLE/DAY

NUMBER OF INSPECTORS REQUIRED:
(16,000/4)/850 = 4.70 ~ 5 INSPECTORS/DAY

SUPERVISION/ADMINISTRATION : 1

STAFF REQUIRED

CLASSIFIC.	SHIFT		PER DAY	PER WEEK	POS NEED	R&A FACTR	STAFF REQ'D
	1	2					
SUPERVISORY INSPECTOR	1	0	1	5	1	1.15	1
INSPECTOR	3	2	5	35	7	8.05	9

TRANSIT POLICE DEPARTMENT
720 E. 15TH STREET
LOS ANGELES CA 90021
FEB. 23, 1990

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

SECURITY STAFF

TABLE 12 SECURITY POSITIONS REQUIRED - SGII POSITIONS

2 @ CCF 3 SHIFTS/DAY, 7 DAYS/WEEK
 3 @ DIV II 3 SHIFTS/DAY, 7 DAYS/WEEK

STAFF REQUIRED

LOCATION	SHIFT			PER DAY	PER WEEK	POS NEED	R&A FACTR	STAFF REQ'D
	1	2	3					
CCF	2	2	2	6	42	8.4	9.66	10
DIV. II	3	3	3	9	63	12.6	14.49	14
								24 GUARDS

TRANSIT POLICE DEPARTMENT
 720 E. 15TH STREET
 LOS ANGELES CA 90021
 FEB. 23, 1990

TABLE 13

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
LONG BEACH-LOS ANGELES LIGHT RAIL LINE
SECURITY REQUIREMENTS
FISCAL YEAR 1991

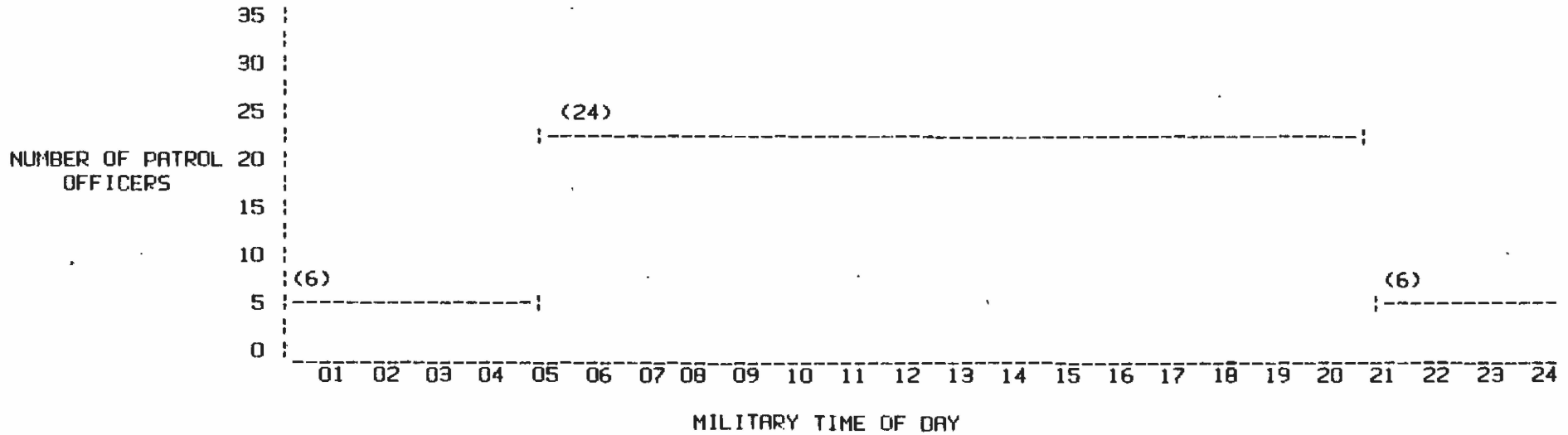
POSITIONS	CURRENTLY AUTHORIZED POSITIONS	ADDITIONAL REQUIRED POSITIONS	TOTAL REQUIRED POSITIONS
UNIFORM PERSONNEL			
TRANSIT POLICE LIEUTENANT	1	2	3
TRANSIT POLICE SERGEANT	7	4	11
TRANSIT POLICE INVESTIGATOR	7	19	26
TRANSIT POLICE OFFICER	32	29	61
SUBTOTAL	47	54	101
OTHER PERSONNEL			
STAFF AIDE	1	1	2
SECRETARY	1	1	2
SECURITY GUARD II	15	9	24
SUBTOTAL	17	11	28
TOTAL POSITIONS	64	65	129
TOTAL SALARIES (FY 1990 \$)	2,086,967	2,242,331	4,329,298
ASSUMING 5.5% INFLATION	114,783	123,328	238,111
FY 1991 SALARIES	2,201,750	2,365,659	4,567,409
FRINGE RATE (45.07%)	992,329	1,066,203	2,058,531
NON-LABOR EXPENSES			
TRAINING	0	97,200	97,200
UNIFORM	0	108,000	108,000
BACKGROUND INVESTIGATIONS	0	60,000	60,000
TRANSIT POLICE EQUIPMENT	0	185,942	185,942
SUBTOTAL	0	451,142	451,142
TOTAL LABOR & NON-LABOR EXPENSES	3,194,079	3,883,004	7,077,083
G & A (8.67%)	276,927	336,656	613,583
TOTAL	\$3,471,006	\$4,219,660	\$7,690,666

NOTES:

1. ASSUMES ALL POSITIONS ARE FILLED AS OF JULY 1, 1990.
2. SALARIES ARE BASED ON A MEMO RECEIVED FROM THE LACTC DATED FEBRUARY 16, 1990.
3. SUPPORT COST ASSOCIATED WITH CURRENTLY AUTHORIZED POSITIONS WILL BE INCURRED IN FISCAL YEAR 1990.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
POLICE PATROL LEVELS vs TIME - SCRTO BLUE LINE POLICE STAFFING PLAN

TABLE 14



THIS TABLE DISPLAYS MANPOWER DISTRIBUTION THROUGHOUT
A TWENTY-FOUR HOUR PERIOD, AS PROVIDED FOR BY SCRTO'S
BLUE LINE POLICE STAFFING PLAN.

TRANSIT POLICE DEPARTMENT
720 E. 15th Street
Los Angeles, CA 90021
February 23, 1990