



NEWS

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MTA TRANSIT POLICE WILL PROVIDE ALL BUS AND RAIL SECURITY

The MTA Board of Directors April 27, 1994, designated the MTA Transit Police Department as its provider of all security services. The vote concludes 10 months of study by the Board's Safety Ad Hoc Committee and ends the debate among the Transit Police and the Los Angeles Police Department and Los Angeles Sheriff Department (LAPD/LASD), which made a joint proposal to provide security services.

"The motion, at the request of Mayor Richard Riordan, also directs the MTA staff and the Transit Police to work with the LAPD, LASD, the mayor of Los Angeles, and the League of Cities toward enhancing the level of mutual support, cooperation and interaction among the agencies," said Richard Alatorre, MTA's Board chairman and a Los Angeles city councilman.

"It's time to focus on the security needs of our commuting public," said MTA Alternate Director and Safety Ad Hoc Chairman Antonio Villaraigosa, who introduced the motion which designated the Transit Police. "Now we can work toward cooperation among the security agencies instead of competition."

"The Board's action means the Transit Police will provide security for the bus system, Metro Red Line, Metro Blue Line, and Metro Green Line," said Franklin White, MTA's chief executive officer. "The LASD contract for security on the Metro Blue Line will be allowed to expire on June 30, 1994, but its contract to provide security on Metrolink will not be affected." Starting July 1, a transition period will begin as the Transit Police assume responsibility from LASD, he added.

Transit Police Chief Sharon Papa expressed satisfaction at the Board action. "I'm glad this has finally been resolved and the debate settled," she said. "We're relieved and ready to move forward."

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An independent audit by the accounting firm Thompson, Curtis, Bazilio and Associates examined the competing bids of the Transit Police and LAPD/LASD. The firm, which was approved by the two competing agencies, certified a cost savings of almost \$20 million per year in favor of the Transit Police, based on projected security requirements in the year 1999.

The cost difference, combined with the projected operating budget deficit of \$126 million, was cited by Villaraigosa and the Safety Ad Hoc Committee among the reasons for preferring the Transit Police.

The Board also adopted a long-term goal of bringing security costs within the 5 percent allocation of Proposition C revenues. The motion also required the Transit Police to present a systemwide strategy for law enforcement and cost containment to the Safety Ad Hoc committee by June 30.

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