



**Metro**

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**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE  
FEBRUARY 16, 2006**

**SUBJECT: FARE EXEMPTION FOR LOS ANGELES POLICE DEPARTMENT (LAPD)  
UNIFORMED PERSONNEL RIDING ON METRO SYSTEM**

**ACTION: AUTHORIZE CEO TO EXECUTE MEMORANDUM OF UNDERSTANDING  
(MOU) WITH LAPD TO PERMIT FARE EXEMPTION UNDER SPECIFIED  
CIRCUMSTANCES**

**RECOMMENDATION**

Authorize the Chief Executive Officer to prepare and execute an MOU with LAPD to permit officers in "Class A" (dress) uniforms with valid identification to ride the Metro rail and bus system on a fare-exempt basis so long as officers do not take seats from fare-paying passengers and, further, that officers will fulfill their responsibilities as peace officers as circumstances require.

**RATIONALE**

The safety and security of Metro's patrons and employees have always been of paramount importance but are particularly so after transit-related terrorist events in Madrid and London. Many anti-terrorist security enhancements have already been put in place throughout the transit system and a range of other improvements is being planned for implementation as funding is made available.

One critical element of a comprehensive security system is the presence of uniformed law enforcement personnel which can, among other duties, serve as 'eyes and ears' on the transit system. While the Los Angeles Sheriff's Department serves as Metro's contract law enforcement provider, the presence of additional uniformed personnel from the LAPD will help to increase vigilance against a variety of potential terrorist threats and provide an enhanced sense of safety and security to our patrons and employees.

**DISCUSSION**

Metro has not previously engaged in a fare exemption program for uniformed police personnel. A similar program has been utilized by the Southern California Regional Rail Authority ("Metrolink") since the agency's inception in 1992. The program initially permitted police officers in uniform with Penal Code 832 [police officer] training and valid

photo identifications to ride for free. As identification of officers became increasingly difficult due to the several types of uniforms that could be worn (for example, raid jackets or polo shirts), and as riders complained of perceived abuses related to the program, the Metrolink Board tightened the policy to specify police officers in Class A uniforms only and with valid identifications. Additionally, officers were required to stand when trains were crowded or when requested by the conductor or fare inspector.

Further, LAPD has only recently changed its previous position that acceptance of fare exemption by its personnel constitutes receipt of an inappropriate gratuity. The department has implemented a policy, developed in concert with Metrolink, to permit its uniformed officers to ride the Metrolink system under fare exemption but only under the conditions noted above.

### **FINANCIAL IMPACT**

There would be little direct financial impact. A reduction in fare revenue is to be expected related to participating LAPD personnel who would no longer pay fares. The actual impact is currently difficult to quantify, however, as it will depend on the number of persons choosing to participate in the program. Any revenue loss would be more than offset by the economic and security benefit derived from the presence of uniformed LAPD officers on the system who would help to discourage dangerous activities and who could provide law enforcement services when appropriate.

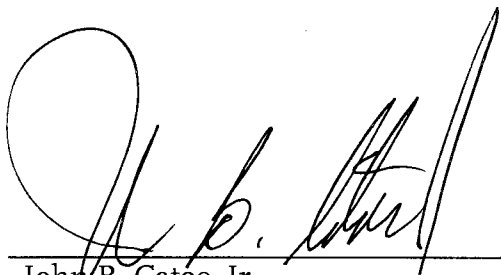
### **ALTERNATIVES CONSIDERED**

Staff considered recommending against the initiation of a fare exemption program but that option would result in less law enforcement visibility on the transit system than would occur with the program. Staff also considered recommending a pilot program but believes that the plan is sufficiently sound that a permanent fare exemption program can be recommended.

### **NEXT STEPS**

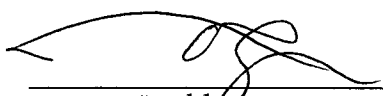
Staff will monitor the progress of the program for effectiveness and recommend adjustments as may appear necessary.

Prepared by: Carolyn Flowers, Executive Officer, Operations



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John B. Catoe, Jr.  
Deputy Chief Executive Officer



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Roger Snoble  
Chief Executive Officer