

Impact Evaluation Report

Public Safety Advisory Committee
June 2022



- PSAC was established in June 2020 as a “**community driven perspective for the CEO to consult with** when developing a new scope of services, budget and other provisions of the anticipated multi-agency policy contract renewal effort”
- Motion called for **an external 3rd party review of the effectiveness, with a recommendation on whether it should continue** as part of the final quarterly report for 2022

THE AREAS OF FOCUS

- **The Why** – Is it fulfilling its mission?
- **The Who** – Is it reflective of the community?
- **The How** – Is the structure working?
- **The What** – Is it effective?

THE PROCESS

- Documents Review
- Assessment Surveys (completed by PSAC members, Metro Staff, Board Staff Representatives)
- Focus Groups
- Individual Interviews
- External Panel of Industry Experts

Comparison to other Agencies

	Transit Agencies <i>without</i> Police Departments			Transit Agencies <i>with</i> Police Departments		LA METRO
	Tri-Met	Capital Metro	King County Transit	BART Police Department	WMATA	
Region	Portland, OR	Austin, TX.	Seattle, WA	Oakland, CA	Washington, DC	Los Angeles, CA
Term	limited term	Shall serve at the pleasure of the President	Limited term 6 months	2 year staggered terms based on odd-even system	Police members shall serve 3-year terms. Citizen members shall serve for two-year terms, to provide staggered terms	one-year term
Size	18	10	13	11	7	15
Frequency of Meetings	7 week period	Quarterly	Weekly	Monthly	Quarterly	Bi-Monthly
Committee Representation/Makeup	Regional thought leaders, community representatives and National transit experts	Eight (8) members appointed by the Board.	Members from the community, the Sheriff's office and county leadership	Eleven (11) members appointed as follows: i) Each BART Director shall appoint one (1) member. ii) BPMA and BPOA shall jointly appoint one (1) member. iii) one (1) Public-at-Large member to be appointed by the Board.	Three members of the police department shall be current, command-level officials or internal affairs officials, also one member each from the DC, MD and VA. areas. Also, one member from every Four civilian members from each district and one-at-large member all appointed by the WMATA Board	15 Regular Members, 3 Alternate members and 3 Employees, who serve as ex-officio (non-voting members)
Structure	A third-party facilitator working with an internal PSAC coordinator	Chair/ Co-Chair Structure to work with PSAC Coordinator	Hired an external facilitation team	Committee Chair, vice-chair structure also utilizes an Independent Police Auditor (OIPA) model that works collaboratively with the Citizens Review Committee	Will report through one MTPD IA Commander and an MTPD District Unit Commander	Per Charter Chair/Co-chair format; however, that was not adopted. They use a contracted facilitator provided by Metro and decisions are made by consensus

Key Takeaways:

- Purpose, duties and responsibilities of Committees vary across the nation
- CapMetro may be the most similar to Metro's goals
 - Agency relies on multi-layered law enforcement approach
 - Appointees serve 2-year terms
 - Focus on providing input for enhancing and expanding a holistic approach to community-based policing

Key Findings: Mission and Representation

- Strong **consensus among all parties around mission** to reimagine transit safety
- **No consensus** among PSAC members around the **definition of safety** in a transit context
- While **PSAC representation reflected diversity** of LA County including a majority of people of color, renters and low-income, there were **still opportunities for improvement** to ensure the committee could benefit from broad perspectives and expertise

Key Findings: Committee Practices

- 25 committee meetings + 64 ad-hoc subcommittee meetings
 - First seven months spent on addressing structural issues, reviewing models, creating a “safety culture”
 - **Decided to not appoint a Chair and Vice Chair**, despite requirement within Charter
- PSAC members generally did **not value Metro staff participation**
- **No evidence** that the structure or practices were designed to integrate a **broader community perspective**

Key Findings: Impact

- Thus far, **mixed progress** on meeting 10 assigned objectives
- PSAC Members, Metro and Board staff reflected that a **significant impact had not been made to-date**
- PSAC recommendations have not aligned with Metro's layered approach to public safety

PSAC OBJECTIVE	PROGRESS TO DATE
<p>1. The PSAC will develop recommendations in support of a community-based approach to public safety on the transit system, including but not limited to:</p> <ul style="list-style-type: none"> a) A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles b) Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations c) Greater community stewardship of transit spaces, such as supporting street vending in transit plazas d) The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives e) Education about and expansion of fare discount programs and fare-less system initiative f) Outreach and services for unhoused individuals g) A shift of resources from armed law enforcement to the above strategies 	<p>Items a and g are completed, items c and f are in progress, no progress on items b, d, and e.</p>
<p>2. Provide input when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal</p>	<p>Completed 11.3.21 and 1.19.22</p>
<p>3. Review the Customer Code of Conduct and provide feedback</p>	<p>Completed 4.20.22</p>
<p>4. Develop a new mission and values statement for transit policing</p>	<p>Completed 11.3.21</p>
<p>5. Respond to customer service surveys relating to safety and security</p>	<p>Provided input on the draft survey and received a briefing on the results</p>
<p>6. Present a set of recommendations on Transit Law Enforcement Services.</p>	<p>Completed 11.3.21</p>
<p>7. In relation to Metro's law enforcement contract and alternative investments in public safety strategies, develop and finalize PSAC recommendations for those alternatives</p>	<p>In progress</p>
<p>8. Recommendation for \$3 million for pilot safety strategies on board buses.</p>	<p>Presentation received; additional information required from Metro staff</p>
<p>9. Recommendation for \$3 million for pilot homelessness strategies on board buses.</p>	<p>In progress</p>
<p>10. Provide program design and implementation feedback on all of the following initiatives:</p> <ul style="list-style-type: none"> a) \$20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the San Francisco Bay Area Rapid Transit (BART) program b) \$1 million for elevator attendants at stations c) \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations d) \$5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system e) Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors f) \$2 million for short term shelter for homeless riders g) \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services h) \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness 	<p>Item f is completed; Items a and h are in progress; and no progress on items b, c, d, e, and g.</p>

Evaluation Recommendations

- **Recommendation 1:** The current PSAC members' terms should sunset on June 30, 2022. While Metro staff concurs with sunsetting the current members' terms, staff believes the terms should sunset July 31, 2022 in order to provide sufficient time for the committee to conclude their work.
- **Recommendation 2:** The Metro CEO should establish a new committee to ensure a broader and more equally balanced representation to support its governance and operational structure in a manner that is consistent with the PSAC Charter.
- **Recommendation 3:** The Metro CEO should set top security priorities in collaboration with the committee. These priorities should be documented in a work plan with clearly defined areas for committee feedback. A quarterly review should be conducted by a designee of the CEO to monitor PSAC's progress and the effectiveness and implications of recommendations that are implemented.
- **Recommendation 4:** The new committee should remain an advisory committee.
- **Recommendation 5:** The revision of the charter with more clear objectives and the selection of the new committee members should be in place by September 2022.

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THANK YOU!

Q&A

