



File #: 2017-0113, File Type: Contract

Agenda Number: 42.

REVISED
REGULAR BOARD MEETING
FEBRUARY 23, 2017

SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

CONSIDER AUTHORIZING:

- A. the Chief Executive Officer to negotiate and execute individual five-year firm fixed unit rate contracts with the City of Long Beach Contract No. PS5862300LBPD24750 not-to-exceed ~~\$27,088,968~~ \$30,074,628, City of Los Angeles, Contract No. PS5862100LAPD24750 not-to-exceed ~~\$368,717,424~~ \$369,330,499, and the County of Los Angeles, Contract No. PS5863200LASD24750, not-to-exceed ~~\$245,356,369~~ \$246,270,631 for **multi-agency law enforcement services** effective July 1, 2017 through June 30, 2022; subject to resolution of protest(s), if any;
- B. the Chief Executive Officer to negotiate and execute a demobilization/transition agreement with the County of Los Angeles Sheriff's Department for **single agency law enforcement services** effective March 1, 2017, through June 30, 2017; AND a mobilization agreement with the City of Los Angeles Police Department and the City of Long Beach Police Department effective March 1, 2017, through June 30, 2017 within the board approved project budget;
- C. the Chief Executive Officer to enter into Memorandum of Understandings with local law enforcement agencies based upon system expansion to provide flexibility as new bus and rail lines open; and
- D. an increase of two FTE's for the System Security and Law Enforcement Department. Additional staff will assist with oversight of the multi-agency contract compliance, performance, and coordination of training of all law enforcement and security staff.

FASANA AMENDMENT: that the Inspector General be tasked with annually auditing each law enforcement services contract to determine how key performance indicators are measuring up against actual performance metrics. The audit is to ensure that Metro is receiving the services it is paying for.

ISSUE

For Metro's safety and security services to be effective and cost efficient, there must be an appropriate match between the safety and security mission and the various resources used to provide safety and security services. Currently, the resources used by Metro to provide the elements of the safety and security mission are Metro's In-house Security, Private Security, and a single agency Law Enforcement service by the Los Angeles County Sheriff's Department (LASD) Transit Policing Division. The Private Security contract award was approved by the Board in September 2016.

Over the last three and a half years, staff has been working on a new procurement for Law Enforcement Services. During this time, Metro has undertaken an in-depth review of the security and policing strategy with industry experts, policing professionals, and the creation of the Ad-Hoc Transit Policing Committee of the Board. The staff recommendation of a multi-agency law enforcement services contract model supports the key findings and policy direction by the Board to provide a consistent and reliable law enforcement presence to assure the safety of Metro's patrons and employees for the entire county. This approach addresses ridership concerns about safety and security by:

- Increases law enforcement personnel from a range of 140 to 200, to a consistent 314 personnel over each 24-hr operating period.
- Improves response times by slightly more than 50%.
- Assures greater contract compliance through clear performance metrics and accountability measures.

Background

On December 1, 2016, staff submitted a multi-agency law enforcement contract award for consideration and approval by the Board of Directors. The overarching goals associated with the recommendation were to improve law enforcement viability, improve response times, increase law enforcement staffing over each 24-hour operating period, and to improve contract compliance.

The staff recommendation was tabled in lieu of Board's adoption of Motion 41 (Attachment A) which directed staff to extend the current LASD policing contract through February 28, 2017. The purpose of the extension was to afford the Los Angeles County Sheriff's Department (LASD), the Los Angeles Police Department (LAPD) and the Long Beach Police Department (LBPD) an opportunity to collaborate on matters regarding coordination, command & control, and the role of Metro as the lead agency. The result is a staff recommended multi-agency policing plan that focuses on coordinating safety efforts on the Metro bus and rail lines as they cross multiple jurisdictions.

DISCUSSION

In the weeks following the December Board meeting, LAPD, LASD and LBPD's leadership teams attended a series of meetings to develop a collaborative approach to meet Metro's law enforcement staffing requirements.

On January 4, 2017, LAPD, LASD and LBPd met with Metro’s staff and the CEO to discuss strategies to build upon the original staff recommendation. The meeting yielded:

- Increased bus riding and bus patrol coverage
- Effective overlapping of LASD and LAPD Gold, Blue and Green Line Patrols
- Seamless coordination with LBPd on the Blue Line
- Coordination of specialized assignments like K9 explosives detection, tactical units, and crisis intervention teams.
- Coordination with Metro’s in-house fare compliance officers and private security guard staff.
- Seamless communications and coordination during large scale events.

General Deployment Plan

SERVICE AREA	LAPD	LASD	LBPd	Metro	Pvt Secty	SERVICE AREA	LAPD	LASD	LBPd	Metro	Pvt Secty
A. Special Rail Detail Locations						D. Bus Hubs					
1. Union Station	All					1. Harbor/Gateway					All
2. K-9 Explosive Unit	On Call	All				2. El Monte Transit Ctr					All
3. 7th St./Metro Ctr	All					E. Bus Riding Patrol					
4. WB/Rosa Parks					All	1. Westside	All				
B. Rail						2. San Fernando Valley	All City	All County			
1. Red Line (14)	All					3. Central	All				
2. Purple Line (2)	All					4. Mid-City	All				
3. Blue Line (21)	All City	All County	All City			5. South LA	All				
4. Expo Line (17)	All City	All County				6. San Gabriel Valley		All			
6. Green Line (13)	All City	All County				7. Gateway Cities		All			
7. Gold Line (27)	All City	All County				8. South Bay		All			
C. Metro Security						9. Silver Line	All City	All County			
Unarmed Metro security officers will conduct fare compliance operations						10. Orange Line	All				
Revenue Protection				All		11. Northwest Bus		All			
Station Closures				All							
Gateway Complex				X							

The combined costs of the general deployment plan are:

- 5-year Multi Agency Law Enforcement Contract \$641.1M \$645.7M
 - 5-Year Private Security Contract \$81.9M
 - 5-Year Metro In House Security (projected) \$69.5M
- Total ~~\$792.5M~~ \$797.1M

For a grand total of ~~\$792.5~~ \$797.1 million for law enforcement and security.

Given Metro’s expansive 1400 square mile service area, formal partnering with additional law enforcement agencies will improve system-wide visibility and emergency response times. If the staff recommendation is approved, a four (4) to six (6) month mobilization will be needed for LAPD, LASD and LBPd to train and mobilize staff.

Staffing Request

Two additional FTE's are requested to assist with contract compliance and oversight, as well as transit specific training for law enforcement and security personnel. The compliance position will be tasked with tracking key performance indicators (KPI's) by measuring actual performance against established metrics, reviewing activity logs, and conducting field observations, among other duties. The training position will ensure that all law enforcement and security personnel remain up to date on mandatory transit specific safety and emergency management training.

DETERMINATION OF SAFETY IMPACT

The authorization of the law enforcement contract will enhance the security of patrons and employees, as well as improve Metro's ability to safeguard critical transportation infrastructure.

FINANCIAL IMPACT

The total five year contract amount for law enforcement is ~~\$641,162,761~~ \$645,675,758. Since this is a multi-year contract, the System Security and Law Enforcement Department will update its budget on an annual basis to fund years.

Impact to Budget

The source of funds for this project will be local operating funds including sales tax Proposition A, C, TDA, and Measure R. These funds are eligible for bus and rail operations.

ALTERNATIVES CONSIDERED

Three alternatives were considered:

1. The Board may decline to approve the contract award. This alternative is not recommended because Metro currently does not have an internal police force.
2. The Board may award an extension or renewal of the current County of Los Angeles contract without modifying the scope of work. This alternative is not recommended because of an immediate need to improve overall performance and law enforcement visibility, per OIG audit, APTA Peer Review, and Ad-Hoc Transit Policing Committee.
3. The Board may award a single agency law enforcement contract award. This alternative is not recommended, several transit agencies throughout the ~~county~~ country have implemented a similar multi-agency model and that model supports they key findings and policy direction by the Board to provide a consistent and reliable law enforcement presence to assure the safety of Metro's patrons and employees.

NEXT STEPS

Upon approval by the Board, staff will negotiate a demobilization/transition agreement with LASD, as well as execute agreements with LASD, LAPD, and LCPD.

ATTACHMENTS

Attachment A - Motion #41

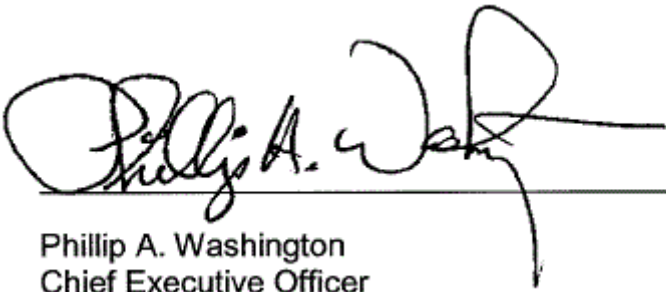
Attachment B - Procurement Summary

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