

# PUBLIC SAFETY

## MOTION

On May 3, 2016, the City Council authorized the Los Angeles Police Department (LAPD) to submit a proposal to the Los Angeles County Metropolitan Transportation Authority (Metro) to provide contractual law enforcement services for critical transit infrastructure and bus/rail lines within the City of Los Angeles (C.F. 16-0358). This proposal was submitted in response to a Request for Proposals for transit law enforcement services issued by Metro on February 5, 2016. On February 23, 2017, the Metro Board of Directors approved a five-year contract with the LAPD as part of a multi-agency law enforcement services contract. The contract has since been amended and extended six times. Currently, LAPD provides police services for Metro stations and bus stops within the City of LA, Metro also uses an in-house Ambassador program to increase safety on public transit.

In providing police services to Metro's transportation services within the City of Los Angeles, the Department proposes to create the Transit Services Bureau (TSB). The Transit Services Bureau will directly report to the Office of Operations. The purpose of including TSB in the Office of Operations chain of command is to ensure better integration of the Metro policing needs into LAPD patrol strategies. TSB will be commanded by a police executive at the rank of Deputy Chief, and the Assistant Commanding Officer position will be staffed by a police executive at the rank of Police Commander, managing the daily operations will be a Police Captain III.

Full time staff and command officers will oversee the administrative, investigative and patrol operations of the TSB, as well as interface with the Metro Executive Board, the LACMTA leadership, and Metro's Executive Officer of Systems Security and Law Enforcement. These officers will serve as Metro's police services partners and act as their liaison to the LAPD.

According to a Metro report in March of 2023, arrests on the rail system have seen an increase of 55 percent since 2019. Over the same period arrests on buses have increased 44 percent. The increase in arrests corresponds with frequency Part 1 crimes, which are considered the most serious offenses, and include assault and robbery. They were 24% higher across the transit system in 2022 compared with 2021. Metro's data sheet reveals 1,435 such incidents in 2022.

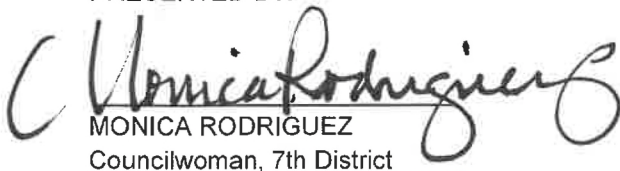
According to the Urban Institute assaults against transit workers across the country have nearly tripled since 2008, with the largest increase happening in 2017. According to a Metro report in 2022, there were 162 reports of assault against Metro operators (i.e. bus and train drivers). That's one nearly every other day.

A public transit system not grounded in providing a safe environment for both its riders and its operators is not a functional transit system. Working families have no option but to depend on a public transit system that does not completely meet their needs or does so at their own risk.

I THEREFORE MOVE to request the Police Department to report to the City Council's Public Safety Committee on the crime statistics on Metro trains, buses, platforms and at stations from 2017 to current time, including the demographic breakdown of all victims.

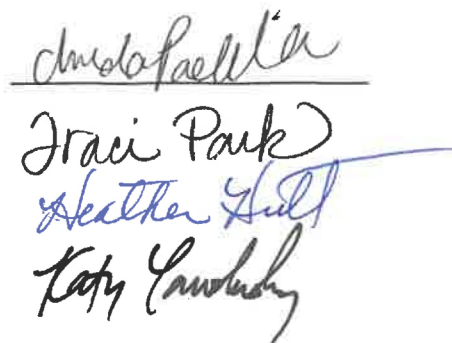
I FURTHER MOVE to request Los Angeles County Metropolitan Transportation Authority and the Police Department to report to the City Council's Public Safety Committee on the scale of deployment and role of Metro's Ambassador program and how it interacts and intersects with the Police Department and any other relevant law enforcement agencies to respond to calls for service from riders and transit operators including bus operators.

PRESENTED BY:

  
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Councilwoman, 7th District

APR 26 2024

SECONDED BY:

  
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