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Agenda

AD HOC PUBLIC SECURITY COMMITTEE MEETING

October 12, 2012 – 2:00 p.m.

James R. Mills Building
Executive Committee Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

Action Recommended

1. Roll Call
2. Approval of Minutes (April 5, 2012) Approve
3. Public Comments – Limited to five speakers with three minutes per speaker
4. MTS Mid-Year Security Report Discussion
(All subjects below are inclusive in the PowerPoint Presentation)
 - a. Part I and Part II Incidents (Rail / Bus) Discussion
 - b. Operations Control Center (OCC) Discussion
 - c. Special Enforcement Unit (SEU) Discussion
 - d. SWARM Discussion
 - e. Onboard CCTV Discussion
 - f. Graffiti Tracker Discussion
 - g. Downtown Sleepers – Transient/Camp Detail Discussion
 - h. Proposed Additional Coverage Discussion
 - i. National Odor Recognition Training (NORT) Discussion
 - j. Operation Lifesaver Discussion
5. Committee Member Comments
6. Next meeting date – to be determined
7. Adjournment

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AD HOC PUBLIC SECURITY COMMITTEE MEETING FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS),
SAN DIEGO TRANSIT CORPORATION (SDTC),
AND SAN DIEGO TROLLEY, INC. (SDTI)

April 5, 2012

MTS
1255 Imperial Avenue, Suite 1000, San Diego

DRAFT

MINUTES

1. ROLL CALL

Mr. Cunningham called the meeting to order at 9:05 a.m. A roll call sheet listing Ad Hoc Public Security Committee members' attendance is attached.

2. APPROVAL OF MINUTES

Mr. Mathis moved to approve the minutes of the September 30, 2011 Ad Hoc Public Security Committee meeting. Mr. Ewin seconded the motion and the vote was 4 to 0 in favor.

3. DEPUTY DIRECTOR INTRODUCTION

Mr. Burke introduced Mr. Kellerman as the new Deputy Director. Mr. Burke pointed out that Mr. Kellerman is retired from the Harbor Police. Mr. Kellerman has ample experience; he ran the airport detail for two years and has worked with grants in the most recent two years with Homeland Security so he fits in very well with all that we are doing. Mr. Kellerman mentioned that he is very glad to be here. All Committee members extended a warm welcome to Mr. Kellerman.

4. MTS YEAR-END SECURITY REPORT

Mr. Burke proceeded with the presentation of the MTS Year-end Security Report from January through December 2011. Mr. Burke pointed out that Semi-Annual and Annual reports are prepared by the calendar year.

Mr. Jablonski pointed out, just for the new members, generally the security report is presented to the MTS Board, but it gets reviewed by this Committee and if there is anything that needs to be corrected, per the Committee's request, it will be corrected before the information is presented to the full MTS Board.

A PowerPoint presentation was reviewed regarding the Bus/Rail – Part I Incidents and Part II Arrests. Every member received a hard copy of the presentation.

a. Part I and Part II Incidents (Rail/Bus)

Mr. Burke showed the Part I statistics; Felonies, Homicides, Rapes, Robberies, Aggravated Assaults, Burglary, Thefts, Motor Vehicle Thefts, and Arson cases. Our ridership was up over two million riders in 2011. We did not have any

homicides or rapes. The robberies, 23 for 2010 was a very good year compared to the two prior to that. They kind of fall more in line with 2011, but for 2011 there's a national epidemic of smart phone robberies. Those of us in the rail security business, where we exchange e-mails of things like that-Boston, New York, Chicago-all of them it's the same thing. Unfortunately, in Chicago a lady standing on an elevated platform a guy grabbed her phone, knocked her down the stairs, and killed her. The smart phones are just very easily taken; laptops are kind of passé now; it is the ipads and iphones. Members of the Committee that have been here before know that we have done "Take Ones" in the past and it does help, it is just the fact that people like their phones and they are constantly on it, and we try to ask them to be discrete.

Castaneda: Is there a way that we can do a little bit more? On those "Take Ones", a lot of people don't grab them but I'm just thinking maybe little posters or something because obviously when you (and this is not a problem that does exist in any big city or talking about a transit agency), but Mexico City, when you get on the Metro down there are big signs and you basically put "you hold everything, put everything away", and it is sort of a known thing.

Burke: We can certainly have Marketing help us with that; they've helped us with that in the past.

Most of the thefts, again, are people that leave their property next to them on the seat and someone grabs and runs off with it. Motor Vehicle thefts, those are on our lots. Fortunately, we don't have the problems that you see in parking lots that communities have because we also have officers there. Since they are on the platform they walk the parking lot, and we feel that has made a big difference. Also, cameras in the parking lots make a huge difference.

Gloria: You kind of cut it in half there. What is different? Have you stepped up enforcement, or luck, in terms of Motor Vehicle theft?

Burke: Well, actually when it comes to Auto Theft we have more stations with cameras.

Kellerman: This is something we've seen, regionally-wide, this decrease. At the Chief's and Sheriff's meeting, similar statistics were put out by SANDAG; Motor Vehicle Thefts are down.

Castaneda: In Chula Vista we had some major problems over the years, it's gone down now. At the Chula Vista Center, if you had a Toyota or Honda it was going to get stolen.

Burke: Our Part I incidents in the last three years have stayed up close to the same. 2010 was a little lower per 100,000 passengers. So .48, just less than half a rider per 100,000, has been a victim on the train. We've kept track of Denver at 20,600,000 riders and Los Angeles at 50,000,000 and we've remained lower than them since way back to 2008. We can tell our riders that we've compared ourselves to other lines historically that it's safe to ride on our system when it comes to serious crime 2007 to 2011.

Mr. Burke reviewed other assaults and vandalism.

The sex offenses are mostly people exposing themselves on the train. The Drug Abuse situation really dropped. Last year 358 to 198 but part of that has to do with the new State Law that says under an ounce, is not an offense anymore.

Kellerman: They have the marijuana card.

Burke: If they have a marijuana card, we can't arrest them for it, so those are the arrests that we used to make that we are not anymore. Disorderly conduct, again, it is a quality of life situation. We are at the platform checking and we find someone that is drunk and disorderly; we cite him. Trespassing, that's going down a bit, but it still is mostly Old Town, that's where we encounter the people that cut cross the tracks to go from our station to the buses and they just don't like walking down to the sidewalk and around; they like cutting across our tracks.

Castaneda: So if you did that, do you get a trespassing violation?

Burke: Yes, because you don't belong on our right of way. You have to follow our platform to the sidewalk. We've taken extreme measures to make sure people know that.

Terry: We've made a major capital investment in modifying that whole infrastructure to direct people to the tunnel and not to Taylor Street and even with everything that we've done, it is still a challenge.

Jablonski: Also, in the Old Town incident, that took us two and a half years to negotiate with PUC, one of the resolutions is we would step up enforcement of trespassing on the right of way, which they perceived as a contributing factor to the deaths that were caused there.

Mathis: Some of the fixes they wanted us to make, that they thought contributed to trespassing. It didn't make sense to go all the way around so they took short cuts where before they didn't need to.

Jablonski: We haven't had a fatality in Old Town in over three years now.

Burke: Curfew/Loitering; we work with local police departments and we meet them at a location that has a Transit Center near it and we work with them at night, with San Diego PD in particular. They have a curfew detail and we work with them and grab those kids off the street or off our property when we find them. Over the years that has stayed pretty steady in regards to arrests that we make for these Part II offenses.

Gloria: What is disorderly conduct; you mentioned it in the past, what is that?

Burke: That could be anything in the station that people create a disturbance, they could play music loudly, they could be yelling, singing, bothering somebody else, somebody is waiting for the train and they come up and they are just bothering them, being disorderly.

Cunningham: That's such a large number!

Burke: Because people are just acting out.

Cunningham: The term arrest also means a cite, correct?

Burke: For us a cite is the arrest.

Kellerman: A cite and release; they are released on their promise to appear.

Burke: Sometimes we call the Police to the scene and they'll make an arrest, depending on the violation, but for us the arrest is the citation. I think one of the things that these numbers show is the value of having a bus driver. If somebody wears a radio they can immediately make the contact if there is an issue. These are not nearly the numbers that you would get on trains because there is one car, one responsible person at the door who can make the contact. For 2011, with 28 million riders, was a homicide, 7 robberies, 1 aggravated assault, no burglaries, 15 thefts, no motor vehicle thefts. A total of 24, which again going with the ridership, the crimes per 100,000 is less than .08.

Gloria: Do you have details on the Homicide information for this year?

Burke: I don't have the statistics for that homicide, but I'll have them available for the Board meeting.

Castaneda: So that could be anybody, any kind of incident that occurred in a bus or bus stop, or around a bus stop?

Burke: I believe it was at a bus stop. I don't want to say something if I don't have all the information with me, but I believe it was someone waiting for a bus when the homicide occurred; this was about eight or nine months ago but I just don't have all the facts with me; but it was a bus stop.

Jablonski: It may not have ever been necessarily related to the riding of a bus.

Burke: That person could have been standing by the vicinity of the bus.

Byrne: I'm only thinking of the incident by the Marine Corp Recruit Depot where a car went out of control and hit the bench. That was major accident that may have involved a fatality.

Ewin: I was looking at the ridership statistics for rail and the bus and it looks like the bench mark high was 2008 for both, but the ridership seems to have jumped back up pretty significantly for the bus system as opposed to the trolley. Anything tying that other than the fact that people using the bus were using it a lot more, because that's obvious, but do you know anything that might cause that?

Jablonski: You can take the bus ridership as a more reliable statistic because we have several different methods of measuring bus ridership and so we are very confident with those numbers, with either the APCs or with the fare box, etc.

Trolley ridership has been a number that we have not always been all that confident on, especially going back to 2008 when it was all just by formula. The formula was derived by single ride tickets; how many tickets you sell and then you

extrapolate out of the whole number. That was at a time when we had introduced day passes so our number of single ride tickets dropped dramatically. We were projecting a number based on a small known quantity and extrapolating out which means the margin of errors gets larger. That's one of the primary reasons why we installed APCs on all the trains. So, while 2007/2008 was our high number in terms of annual ridership, I think we broke 90 million, I think we have a lot more confidence in these numbers. Those numbers may have been slightly overstated back then but, now with APCs, we are tracking ridership on the trolley much more scientifically and we'll probably come close to 2012 and potentially breaking that number. Ridership has been on the increase, so I would take the 2008 trolley number with a certain grain of salt.

Mr. Burke discussed Part II Bus arrests. He pointed out that the DUIs relate to people who get drunk and hit the buses (not that the bus drivers are being drunk). If people are found with disorderly conduct on buses officers remove them from the bus and they get cited.

Cunningham: How do you differentiate between Disorderly Conduct and Drunkenness in terms of having your guys categorize them differently?

Burke: It is literally their actions. If they are on the bus, on the train, or the platform and they are acting up, or they are overly intoxicated and they can't take care of themselves, we write them cites for that. If they are in somebody's face, if they are yelling, if they are playing loud music, if they are creating an incident for somebody else then that would be the disorderly.

Kellerman: The Drunkenness is a detention or arrest for violation of the Penal Code 647F; they are transported either to jail by the member jurisdiction agency or to Detox, so that is a civic section easily quantifiable; disorderly is everything else; a quality of life issue.

Jablonski: Some of the increase is also due to the fact that our own security is growing in their presence on the bus side. It wasn't too many years ago where security was mostly known as a trolley asset. If there were problems on the bus, there were direct calls to PD. We've changed that more and more over the last couple of years, with trolley security actually inside the bus organization now, a lot more checks on fares and a lot more reliance on calling security rather than police so that has been a conscious thing.

Cunningham: It is kind of interesting when we really pound home the message to "no drinking and driving, take local buses and trolleys", but if they get past that point of demarcation they can get arrested.

Burke: It's one thing to be too intoxicated to drive, but it is something else to be so intoxicated that you cause a problem with the people.

Mathis: Yeah, they take public transportation so they don't get cited for DUI.

Burke: With public events, obviously, there is a lot more tolerance. What we are talking here is the day to day events going on at our stations and on our buses where people are drunk and/or disorderly and we are keeping a certain level of

quality of life. If we have a train load of people getting on at a Charger game we just want everybody to maintain their decorum.

Castaneda: Plus, on the ramp there, when you are waiting for the train, the officers are all there, they can see if somebody is sort of getting ready to cause problems.

Burke: Absolutely, we do make arrests at these events but it is the rare occasion where someone, like you said, really acts out and they are disrupting the other people around them.

Kellerman: To get to your point, that's an example of where they get to the point when they are arrested for drunk in public because they really can't care for themselves, or they are passed out or they urinated on themselves. It's not just because they are under the influence, they've been drinking. They really have to call attention to themselves on their behavior.

b. Onboard CCTV – Status of Installs / Robbery Video (screen shot of video)

Mr. Burke showed screen shots of video as a good example of a cell phone robbery that occurred on our train. This is a train going into Grantville, the young man in the T-shirt, who is pretending like he is not paying attention to this girl who, I think is trying to get a signal but is waving her phone. This guy just reaches over as we are pulling in to the platform at Grantville. This fellow, here, held the door open for him because he is the accomplice so then he grabs the phone out of her hand and takes off and she goes running after him. Basically, she runs out on the platform, she runs down the stairs; we have a security officer right at the bottom of the ramp, he gets on the radio, we made the notification and both guys were caught.

One of the guys got caught as he was trying to go across Interstate 8 and the Highway Patrol saw him crossing the highway and grabbed him and he had her cell phone in his back pack.

Right now, we have 52 LRVs equipped with CCTV. Internal cameras are all digital; we can zoom in after the fact on a recorded video and pick up very good detail of what is going on inside the train. Right now, images like this would be downloaded when the vehicle comes in to the yard here. Now that we are starting to finish up our first phase of fiber, our next step is to put nodes out on the line that will give us real time viewing of these cars.

Castaneda: Is that the actual definition?

Burke: It's better than that because this is a screen shot that we took off the video. So that looks good, the video looks spectacular.

Jablonski: Cameras have come a long way in the last five years.

Burke: We started with Pelco Systems, and Pelco has a very good camera surveillance system, but with these analog cameras - a fixed camera - what you see is what you get. If my camera is pointed at Harry right now and I want to get a better close up of his face, if I try to enhance that, all the little dots go away I would not be able to get any better.

A Pan-tilt-zoom camera, which sounds more effective because it is moving, is only effective when it is actually on Ernie. If somebody goes up to rob him, the minute the camera passes him, the guy pulls out a gun to get the dope, it's too late.

What we have been switching to is a company called Avigilon and Avigilon has high megapixel cameras. We have 5, 8 and 16 megapixel cameras on our system. They have different ranges of lenses. Our biggest ones are 180 degrees. That means we could be looking at this entire room with the camera and actually take the mouse and pin point the part of that picture that we want to see and then we can zoom in and look at that after the fact as clear as these photos. The police are just thrilled with it. As of this past week, the Three C's system, that was started by the County and San Diego Police Department, is flowing video thru their mobile data terminals, that are Avigilon cameras, right on the police officers' terminal. Now that we have these high mega pixel cameras, we've been upgrading stations and adding new stations. We keep making it better. Avigilon created a 29 mega pixel and they are going to be here next week to demonstrate the new camera.

Castaneda: Well, you are very proud of that system!!

Burke: You know Steve, what you mentioned is really true. We don't want to record the incident; we want to record that you did it and the only way I can do that is to have a camera good enough that I can get your face, the color of your clothes and then I can take that and pass it along to the police and that's what they are excited about. We have the most advanced equipment anywhere in this county and they come in and they can connect the dots; they can watch somebody that got on the train at 12th & Imperial and follow them all the way out to La Mesa where they got off. We've showed the police the whole trip and zoomed in and showed clothing and faces so they know it's the right person. That really is the key to crime and terrorism; to have that ability to get a good shot of that person.

Castaneda: I understand if there are no crimes and no incidents, we get rid of the feed, right? We don't keep this stuff, believe me this is important, we need to do it, I'm a little concerned about the overall Big Brother thing.

Burke: We're first in first out; it is 15 days. During the 15 days if somebody said, hey, on this date, at this time, something happened to me then we go back to look at it and we make a copy of it and we inventory it. That stays. The minute we know there is an accident, slip and fall, a robbery whatever we collect that data and we keep it. That's separate. We've got the CD for that because it is a crime. Everything that happened during that day on that train is gone. The bad part is some people contact us two months later and they say, hey, this happened to me and we say, "Well, our storage is X". We can only keep so much because videos take a lot of storage; a ton.

Everything is coming together, all the buses have cameras on them now; within the next six months all our rail vehicles will have cameras on them. We've got 32 stations now that have cameras, and we are converting most of them to Avigilon, to high pixel cameras, and then as we are doing the fiber work we'll be able to do real time. So this is something that is going to be very beneficial to us.

Cunningham: Do we store the video of all the accidents, and falls and slips for civil liability stuff, whenever there is an incident?

Burke: Same thing, yeah, that's kept as well.

Jablonski: And that has been proven. So many people walk in with an attorney and we show them the video and they get up and leave.

Castaneda: I just don't want our film to be like a piece of evidence on "Cheaters" or something like that, you know, I'm a little concerned about that.

Jablonski: We had a couple of Sheriff's in a while ago, and we have law enforcement up into the control center all the time reviewing video or reviewing video with our guys, and we tell them-two weeks it's gone. To save a couple of days and give it to them is a huge effort.

c. GIS Hand Handheld Inspection Units

Burke: GIS is the company that manufactures our new handheld inspection units. They've gone into full service this past week, they are working very well for us in comparison to the old systems that we have. They are speedy; our inspection rate has increased a lot. It's going so much faster, we are writing more cites, we've heard the public likes this because they know they are supposed to have the Compass Card and they see the inspection process working right and people being made accountable. The green light is lit and flashes if a person has an SDM pass, so that our inspector can say, can I see the identification? And if they don't have the ID, we confiscate that card. Eventually, it will be one in the same. When it is one in the same, it will have a picture on it and we'll know who owns it anyway.

Castaneda: How would you know whose card it is?

Burke: If you are a disabled vet you have to show that you have a discounted card and the Transit Store gives you an identification card so when you pull out your pass, and we check and we see that it is an SDM, you have to provide the ID that was given to you approved by MTS to have that card.

Castaneda: I didn't understand what SD meant.

Jablonski: It's a Senior Disabled Medicare card. And actually those cards, at some point, probably within the next two years, will all have a picture on them so they won't have to carry a secondary ID; they'll go thru the process by which the picture will be right on the card.

Just an interesting story about this unit; we got this whole system with Cubic and Cubic had a handheld that looked like a World War II walkie talkie. They actually were not a very good unit, we had 110 of them. We were down to about 15 or 20 operating, they were breaking. The officer got into a scuffle that broke the crystal screen; it was \$2,400 to repair the screen so we raised quite a stink with Cubic about this whole issue.

This new Handy 440 is actually developed in England. It's used by the London Underground who has a Cubic system but they developed their own handheld so we got in touch with them and forced Cubic to handshake with them on all the software so we get these units from them, they are less than one tenth of the price.

Cubic handhelds were \$2,500 (new) these are \$200 a piece, they are much sturdier and much more efficient in terms of the way they read cards so it is a huge problem that we had to solve within last year.

The Committee members made positive remarks about the size/weight and inspection speed of the new GIS Handheld inspection units. Mr. Burke pointed out that the London Underground's failure rate experience with these units is 1% and the failure rate experience that we had with the old units was 50%.

d. Graffiti Tracker

Burke: About a year and a half ago, we got involved with the County's initiative for Graffiti Tracker. We purchased four GPS-enabled cameras from Graffiti Tracker. When we discover graffiti tags and monikers on the trains or buses, or at the transit centers or bus stops, we take pictures of them, including the 2' x 2' graffiti abatement sign, which provides the Graffiti Tracker analyst an estimate of the square footage of damage. We then upload these pictures to the Graffiti Tracker data base for collection, along with law enforcement and other reporting agencies. Now that the data base is filling up, we are able to make more arrests. In the last few weeks we have individuals who have done a couple of thousand square feet of graffiti.

Jablonski: What is cool about these guys is they do this art work and then they stand next to it and have somebody take a picture of them, so when you arrest them, you have the evidence right there.

Burke: All that stuff is on their phone, which we compare then to Graffiti Tracker.

Jablonski: Now that we have cameras, if we have a major incident of graffiti we can go back and review the tape and see who it was and then notify all the officers to be on the look out for these people so we are actually getting more proactive. That's one of the reasons, if we go back to the Part II's, and you see the vandalism numbers higher it's because we've done a lot more in getting people out there especially undercover, to try to find graffiti. We've spent several million dollars a year on various types of graffiti whether it is seats, on the sides of trains, etchings on windows, etc.

Cunningham: Last year we had that interesting case where you caught the kid and they brought the parents to trial, and while they were on trial the kid went out and did it again, what was the follow up on that?

Burke: He spent four months in jail, he got out about a month ago and we caught him again and the judge sent him back to jail. His moniker is STRESS; he spent time in jail and his parents were on the hook for almost \$15,000 because he was 17 when he did that. The kid has cancer, he's been on chemo. He just doesn't care; he is actually back in jail.

Ewin: In La Mesa at the I-8 / Spring Street area, La Mesa has a bridge where it comes across and right next to it there is a rail. As I go on to the I-8 West, I look up and there's graffiti. Do you get calls on those or does La Mesa handle those?

Burke: Our wayside people would handle that.

e. SEUs 2011 - Rail

Burke: During special enforcement details last year, we contacted 69,800 patrons, and issued about 2,000 citations; our fare evasion rate was 2.85%. That's an ambitious number because of the equipment situation we were having with the Compass Cards. Next year, the semi-annual and annual, those numbers will be considerably higher.

Castaneda: But that's system wide. Where you are your problem areas, because I would imagine there are certain legs that probably have a lot and I would imagine right around City College.

Burke: We just ran a detail at City College and we were just under 4% evasion rate.

We encourage our staff to work plain clothes; they wear their badge around their neck. We try to be unpredictable.

SEUs, we work those on a common day, many days on Wednesdays, where everybody works so we take a detail from 6 to 10 in the morning and we'll have 20 people out there and we just surround the station. Anybody coming to the platform, anybody already on the train, staying on or getting off, we inspect everybody; it is a 100% inspection and we do that 24 times a year. On the average, we get the best possible percentage that we can, based on this particular type of inspection. We haven't had an inspection that's gone 4% and we go down to San Ysidro quite a bit.

Mathis: Do you have criteria that you use where you might issue a warning instead of citation?

Burke: Certainly. Besides that, we also have a revenue table down there so we leave the options up to the officers. It is zero tolerance, you should get a cite but if there is an exception to the rule, give them a warning, we take them over to the TVM or we take them to the revenue table, we don't just write a cite we kind of listen to what is going on we base our punishment on their circumstances. For example at San Ysidro, with the new Day Pass, we go a couple stations up and we'll stop everybody and, if they haven't tapped, we take them off the train, tell them to tap and take the next train.

f. Transient Camp Cleanup

Burke: This is the Mission Valley transient camp cleanup. We have properties in Mission Valley and other locations where people along the riverbed set up their homes. They are just an unseemly group. We go down there ourselves and with San Diego PD; some people get arrested; most of them just get kicked out. It's an ongoing issue, some of this is on our property and some is the City's property.

Jablonski: We have a lot of complaints from passengers too that are in the stations along Mission Valley and they come up out of the river and accost people.

Burke: It is not only one spot but various areas along the San Diego River (near Fashion Valley), Stadium area, the shopping center area by Costco, Fenton

Parkway (is mostly affected), and other places East and South including the area near the 52, the Gunpowder Point.

Terry: They come in there tap into our electricity at our station; they have a wire down to their camp.

g. K-9 Unit

Burke: I'm sure everyone is aware; we have had our three bomb sniffing dogs for about seven years now. The FBI set up a mass explosive vehicle scenario. The slide is just to show that we work with the TSA. The TSA comes out annually and certifies our dogs.

h. Operation Life Saver

Burke: Our K-9 team goes out and works with the kids and talk about neighborhood watch and things of that nature.

i. Downtown Partnership – New Armed Post Positions

Jablonski: We made other additions in downtown San Diego where we put full time officers at Park and Market as well as Smart Corner. There was a big collaboration with the Downtown Partnership, along with the residents. Businesses on 12th & Market are committed to have full time security there and the whole neighborhood is very happy; we continue to get comments back from them thanking us. We need the collaboration of the Police because activities that are on the platform just kind of move to the street corner and our jurisdiction is limited but I think it has made a difference certainly for people who wait for trains. Armed security was implemented in late 2011.

Gloria: I did a little tour and that's been my primary concern, especially Park and Market.

Castaneda: I park my car here and take the trolley. I've seen a significant improvement in the perception of safety and security. I've noticed the officers are there all the time so that's had a good effect.

Jablonski: Park and Market was a lot of drugs and illegal cigarette sales. You should tuck that away when you talk to that neighborhood now that it is your district. They are very happy with us, especially when the Law School moved in there, they were part of the group that we met with the Downtown Partnership; students waiting at the stations, so that's been perceived extremely well.

We were very upfront with them saying we are willing to do this but you have to extend your lobbying not only to us but to the Police Department because it has got to be collaboration. If you want to see a difference, there's got to be a joint effort because all we'll do is move the problem around the corner.

Cunningham: Chief, last year you did a great job at the beginning of this meeting reminding all of us about the size of your department, the armed and unarmed, and the growth of the department. Do you want to do that again in your presentation?

Burke: Oh, definitely.

Cunningham: There was a whole separate report on the fare recovery issue. I know Councilmember Young likes to see the change, you know the comparisons between year to year on fare recovery, is that through the Public Safety?

Jablonski: No that's different, that's our Planning Department's Quarterly Reports; the system performance.

Burke: I'll make certain that I give an overview of the whole department at the beginning of the presentation because I know there are always new people that haven't heard it.

Cunningham: Yeah perfect thank you.

5. CART POLICY

Burke: We are preparing in June to have a report for the Cart Policy. We believe it is working pretty well. I know the bus drivers have refused service to people who have come up to the door with big bags and things.

Byrne: We are generally pleased. There have only been a few incidents. It's been well received by the public.

Codling: This is actually part our outreach. Ahead of time, we had Marketing put it out in different formats, but this is the actual maximum size cart (showing the actual cart). Marketing created a poster and we put this out at all the lobbies, The Transit Store and Telephone Information. Anytime someone comes up to complain or asks about it or to see how they can modify their behavior, this is in front and it's got nice pictures shown.

Mathis: What kinds of distribution will you have on those, when you finalize them? Will you distribute them to various social agencies, like Father Joe's and places like that?

Codling: Marketing came with a long list of agencies; I came up with a letter and poster asking people to post it, letting them know what's happening come March 1st (the policy went into effect March 1st).

Castaneda: They are already posted on the trains, I don't know about the buses.

Mathis: Yeah, you don't want to wait til they get on the trains to find out that. It's the first time I've seen this poster

Jablonski: Yes, the outreach happened before March 1st.

Gloria: And the feed back? I know it has only been a month.

Jablonski: There was a lot of hoopla before March 1st, and people were already saying that this wasn't going to work, and a problem, and I think we found it to be much less of a problem than certainly some people had anticipated.

Mathis: Well, we are hearing from individual, special cases, who are the very people we are trying to target.

Jablonski: It's also helped that we did the seat modification so there's more places for people to go. We actually got a lot of positive feedback too from riders who had concerns over the amount of cargo that we were carrying. So, I would say in what I've seen, we got as many positive comments, as negative.

6. ARJIS

Burke: I met with the ARJIS Committee for Law Enforcement yesterday and they made us an Ex-Officio member so now we will have ARJIS ability to retrieve all these reports, like the local law enforcement agencies. They said that they were really pleased to see that we've created this Law Enforcement component to allow us to do Grants and the ARJIS searches.

7. COMMITTEE MEMBER COMMENTS

Cunningham: Are we going to have a video, are you going to show the video of the arrest?

Burke: I'll use this presentation unless I can obscure the fellow's face because there is still a court situation and he is a minor.

Cunningham: Any other Committee member comments, Steve, Harry? Or from the personal public safety?

Castaneda: Ultimately, are you going to go to facial recognition?

Burke: We've experimented with that in the past, and it still has some flaws. We've had people give us demonstrations, and to be honest, they'll set it all up in our conference room and they'll say, "OK, we'll take your picture now go out and walk in and see that it knows who you are". But, if you put on a baseball cap or glasses, now it doesn't know who you are.

Jablonski: It's much more advanced in movies and on television.

Castaneda: It's interesting, I don't know if you've ever used Picasa, which is a Google product that is essentially a picture management. If you have 2,000 photos just assembled on your computer you can pick somebody's face and it'll search every picture and will come up with every picture, and it is pretty accurate. Like you say, if you wear glasses or fake mustache or something it's obviously going to have problems and that's half free stuff; I can imagine if you pay for it what the capability is.

Burke: They are working hard to create that for us, it's just not something I've seen that's real accurate. One more comment, between now and the meeting, as Paul said, if there is something you think should be said ahead, or before I give my report, just let me know.

Cunningham: Got anything? Anything from staff?

Committee: No.

8. NEXT MEETING DATE

Cunningham: OK, next meeting will be determined later, we'll start making phone calls.

9. ADJOURNMENT

At 10:05 the meeting was adjourned.

Chairman – Mr. Jim Cunningham

FUTURE AGENDA ITEM LIST

1. Approval of Minutes

Attachment: A. Roll Call Sheet

SECURITY COMMITTEE
METROPOLITAN TRANSIT SYSTEM
ROLL CALL

MEETING OF: April 5, 2012

CALL TO ORDER: 9:05 a.m.

ADJOURN: 10:05 a.m.

COMMITTEE MEMBER	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CASTAÑEDA ☒	9:00 a.m.	10:05 a.m.
CUNNINGHAM ☒	9:10 a.m.	10:10 a.m.
EWIN ☒	9:00 a.m.	10:00 a.m.
GLORIA ☒	9:00 a.m.	10:05 a.m.
MATHIS ☒	9:00 a.m.	10:10 a.m.

SIGNED BY ROXANA F. BAEZA:

Roxana F. Baeza

CONFIRMED BY BILL BURKE:

Bill Burke

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL:

Karen Landis

Semi-annual Security Report (William Burke)

January – June 2012

DRAFT

October 18, 2012



1



Part I Incidents – Rail

January through June

	2011	2012
Ridership	15,940,468	15,866,245
Homicide	0	0
Rape	0	2
Robbery	20	8
Agg. Assault	9	6
Burglary	0	1
Theft	35	39
MV Theft	3	10
Arson	0	0
Part I Incidents	67	66
Per 100,000	.4203	.4159



2



Part II Arrests – Rail

January through June

	2011	2012
Ridership	15,940,468	15,866,245
Other Assaults	40	32
Vandalism	79	60**
Sex Offenses	5	1
Drug Abuse	89	104
DUI	2	4
Drunkenness	122	101
Disorderly Conduct	474	579
Trespassing	165	204
Curfew/Litering	99	101
Total*	1,075	1,186

*Does not include citations for fare evasion
**Crafter Tracker incidents not included



3



Part I Incidents – SDTC Bus

January through June

	2011	2012
Ridership	13,780,602	14,499,067
Homicide	1	0
Rape	0	0
Robbery	4	5
Agg. Assault	1	4
Burglary	0	0
Theft	5	11
MV Theft	0	1
Arson	0	0
Total	11	21
Per 100,000	.0798	.1448



4



Part II Arrests – SDTC Bus

January through June

	2011	2012
Ridership	13,780,602	14,499,067
Other Assaults	0	2
Vandalism	12	5
Sex Offenses	0	0
Drug Abuse	7	3
DUI	2	1
Drunkenness	24	16
Disorderly Conduct	30	44
Trespassing	1	1
Curfew/Litering	20	22
Total*	96	94

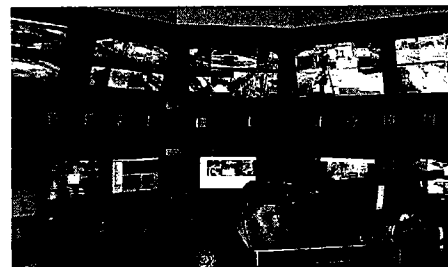
*Does not include citations for fare evasion



5



Operations Control Center



Upgraded 42" and 24" Monitors, workstation and network configuration



6



Special Enforcement Unit (SEU)

Zero Tolerance Fare Inspection
January – June 2012

- 21 SEUs conducted at random stations
- 84,567 Patrons Inspected
- 2,365 Citations Issued
- 44 Written Warnings Issued
- 2.8% Evasion Rate



7



SWARM

January – June 2012

- Random time and location for quality of life and fare violation inspections, targeting specific isolated issues
- Varying amount of personnel; Code Compliance and/or Security
- Uniformed and Plain Clothes
- Onboard buses and trains, and in stations and bus stops
- 18,761 patrons contacted
 - 314 cites for fare related violations
 - 20 cites for discounted pass violations
 - 31 quality of life violations



8



SWARM

Plain Clothes, Onboard



9



SWARM

In Uniform, Onboard - Three Officers



10



SWARM

Plain Clothes, Park & Market Station



Three plain clothes officers in each picture



11



SWARM

In Uniform, San Ysidro Station

Officers Awaiting Door Activation



Officers checking all de-boarding passengers



12



Onboard CCTV

Picture Quality

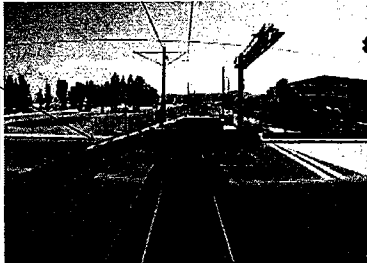


MTS 13

Onboard CCTV

Benefits the Risk Department

Video from cab mounted camera shows crossing gate was in down position.

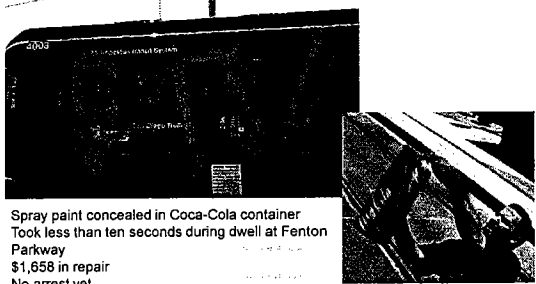


\$90,000 in damage to the train's coupler and electronic system.

MTS 14

Onboard CCTV

Benefits Graffiti Tracker



- Spray paint concealed in Coca-Cola container
- Took less than ten seconds during dwell at Fenton Parkway
- \$1,658 in repair
- No arrest yet

MTS 15

Graffiti Tracker

(8 States and 297 Reporting Agencies as well as Canada)

A comprehensive, web-based system designed to help you identify, track, prosecute and seek restitution from graffiti vandals.



GRAFFITI TRACKER HAS ANALYZED: 3,253

PHOTOS GRAFFITI VANDALS IN RESTITUTION

MTS 16

Graffiti Tracker

- GPS-enabled digital cameras used to photograph incidents of graffiti.
- Photos uploaded to web-based system and analyzed within 24 hours.
- Trained analysts read the graffiti and input the intelligence into the system.
- Identify whether the graffiti is gang-related and alert law enforcement to potential threats.
- Graffiti Tracker has analyzed over 3 million images.

MTS 17

Graffiti Tracker

Incidents Submitted by MTS
January through June 2012

Month	Number of MTS Images Submitted to Graffiti Tracker
January	237
February	358
March	259
April	152
May	74
June	89
Total	1,169

MTS 18

Graffiti Tracker

Progressive Railroading

San Diego MTS officers arrest alleged graffiti vandals
3/8/2012

San Diego Metropolitan Transit System (MTS) undercover security officers arrested five juveniles in the past two weeks who are alleged to be responsible for 277 individual graffiti "tags" covering 3,580 square feet and causing damage estimated at more than \$25,000.

The vandals were released pending MTS security officers' use in a potential prosecution. Photos of the tags were entered into the "Graffiti Tracker" which maintains a database of tags.

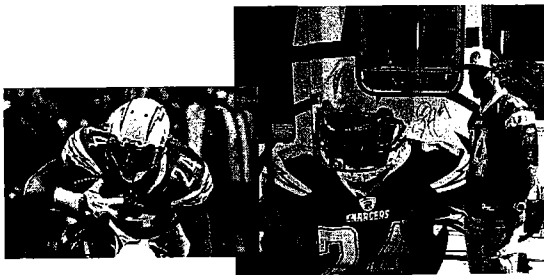
San Diego Metropolitan Transit System (MTS) undercover security officers arrested five juveniles in the past two weeks who are alleged to be responsible for 277 individual graffiti "tags" covering 3,580 square feet and causing damage estimated at more than \$25,000.

"Each year we have close to \$1 million in costs to repair vandalism on our bus and trolley vehicles, as well as to our properties along our rail lines. This system has only allowed us to catch and prosecute the vandals, but to recover some of our costs to repair the damage," said Paul Johnson, MTS chief executive officer.

MTS 19

Graffiti Tracker

Chargers Running Back Ryan Mathews



MTS 20

Downtown Sleepers

Transient/Camp Detail



70 loitering citations issued this period

MTS 21

Transient Camps

Transient/Camp Detail - Mission Valley

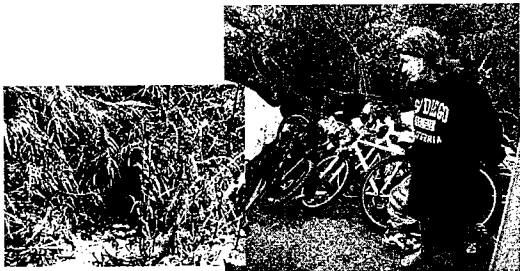


108 trespassing citations issued this period

MTS 22

Transient Camps

Transient/Camp Detail - Mission Valley (Bikes)



MTS 23

Current Extra Details

- Compass Card Detail
- San Ysidro Border Pedestrian Crossing
- Transit Store Remodel
- September Trolley Service Changes (Santa Fe Depot, America Plaza and Imperial Terminal)
- Trolley Renewal – Blue Line

MTS 24

Proposed Additional Coverage

Fare Inspection/Graffiti Suppression Task Force

- Addresses fare evaders
- Addresses graffiti, a nationwide issue causing financial burden as well as a public eyesore
- Six additional Security Officers
- Two existing Code Compliance Officers – volunteering to work overtime on their day off (does not diminish regular deployment)
- Predictable Unpredictability

Five 8-hour weekdays – complete flexibility with assigned line, time of day, team focus, as well as uniform or plain clothes. Scheduling the Task Force to:

- Focus on Blue Line gang and graffiti issues in the evening
- Focus on early morning and late night fare evasion including occasional SWARMS
- Focus on students leaving school

- Approximately \$321,360 in additional annual costs



25



Proposed Additional Coverage

Bus Rapid Transit (BRT) Interstate 15 North County



26



Proposed Additional Coverage

Bus Rapid Transit (BRT) Interstate 15 North County



Illegal Parking – Rancho Bernardo and Del Lago



27



Proposed Additional Coverage

Bus Rapid Transit (BRT) Interstate 15 - South Bay Renderings

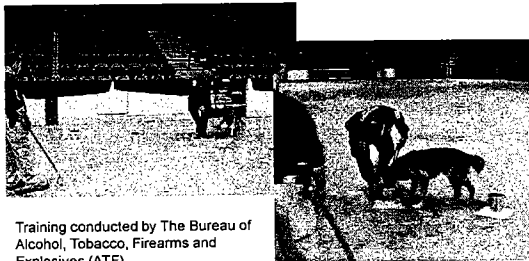


28



NORT

(National Odor Recognition Training)
Sports Arena



Training conducted by The Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF)



29



Operation Lifesaver

Bell Middle School



ABOUT EVERY 3 HOURS, A PERSON OR VEHICLE IS HIT BY A TRAIN



30



