



Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466, FAX 619.234.3407

11-03-13 P02:45 IN

Agenda

AD HOC PUBLIC SECURITY COMMITTEE MEETING

November 12, 2013 – 1:00 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 (June 18, 2013) Approve
3. Public Comments – Limited to five speakers with three minutes per speaker
4. Collective Bargaining Agreement between Transit Systems Security and International Union Security, Police and Fire Professionals of America (SPFPA), Local 245 – signed on August 30, 2013 Discussion
5. MTS Mid-Year Security Report – January through June 2013 Discussion
 - a. Part I Incidents – Rail Discussion
 - b. Part I Incident Comparison – Rail (MTS and Los Angeles) Discussion
 - c. Part II Arrests - Rail Discussion
 - d. Part I Incidents - Bus Discussion
 - e. Part I Incident Comparison - Bus Discussion
 - f. Part II Arrests – Bus Discussion
 - g. If You See Something Say Something Discussion
 - h. K-9 Searches Discussion
 - i. Homeland Security Training Drill (Rock & Roll Marathon) Discussion
 - j. Special Enforcement Unit (SEU) Discussion
 - k. Graffiti Tracker Discussion
 - l. Transient Camps - Weapons Board (presented by Captain Jackson) Discussion
6. Committee Member Comments
7. Next meeting date – to be determined
8. Adjournment

BB/rfb



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

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

June 18, 2013

MTS
1255 Imperial Avenue, Suite 1000, San Diego

1. ROLL CALL

Mr. Cunningham called the meeting to order at 3:00 p.m. A roll call sheet listing Ad Hoc Public Security Committee members' attendance is attached.

2. APPROVAL OF MINUTES

Mr. Cunningham moved to approve the minutes of the October 12, 2012 Ad Hoc Public Security Committee meeting. Mr. Mathis seconded the motion and the vote was 2 to 1. Ms. Rios was not opposed but abstained from voting.

3. PUBLIC COMMENTS

Mr. Cunningham asked if there are any public comments. There were no public comments.

4. Deputy Director Introduction

Mr. Burke introduced the new MTS Deputy Director, Matt Rodriguez. He is a retired Captain who joined us two weeks ago. He comes from Los Angeles County Sheriff's office with ample experience; he was a field officer in the training division and in the headquarters. What is most exciting to us is that he's spent almost 5 years in transit as a Captain so he is very familiar with the light rail, heavy rail and bus. All members welcomed him aboard and Mr. Rodriguez expressed that he appreciated the warm welcome in the past weeks.

5. Security Contract

a) Operational Details / Scope of Work (First presentation)

Mr. Burke mentioned that he will share the first part of the meeting presentation and Ms. Landers will do the second part. He showed the presentation regarding the Security Department Details and Provided Services.

Mr. Burke's presentation covered different aspects of Code Compliance and Contract Security duties, personnel staffing and assignments. He discussed the breakdown of uniformed officers (armed and unarmed), plain clothes teams and pointed out the role of the ambassadors known as "red shirts". MTS pays a lower rate to cover for special events by using the ambassadors (in place of a security officer). For example, during the beginning and end of baseball/football season, Oktoberfest, etc.

Ms. Landers emphasized that we also use MTS ambassadors on a regular basis at our stations that are separate from contract security ambassadors. These ambassadors are train operators, bus operators and other employees who are part of the light duty/return to work program.

Mr. Terry mentioned that we have currently a pool of 15 of employees administered by our Revenue Department. Mr. Burke mentioned that we combine our MTS ambassadors with the contract ambassadors (red shirts) whenever they are needed.

Mr. Burke provided the following staffing details:

- 16 Transit Centers are staffed with security daily.
- Five CCI and TSS teams plus we have five units per shift for line patrol to cover the system (Orange/Blue/Green lines). The majority of officers work 10-hour shift days (Sunday to Wednesday and Wednesday to Saturday). Both CCI and TSS teams work together.
- Provide 7/24/365 coverage (between mobile units and 20 hours of working in field/trains).
- OCC has one Sergeant and five officers. We have local police every day looking for video. We want to make certain that two people work in this unit. We try to teach detectives to look for the video themselves.

Continuing with Mr. Burke's presentation, he discussed the TSS organizational chart and described Captain Jackson's nearly 25 years of service, his duties/responsibilities and what his staff is composed of.

His staff is composed of 2 Lieutenants (C. Salcedo and D. Hamada), 1 CCTV Sergeant (A. Brown) with five people under her, 4 Full-time Sergeants (F. Mireles Jr., A. Diaz, A. Espinoza, R. Pomeroy), 4 Auxiliary Sergeants (M. Staples, A. Rodriguez, K. Duncan, J. Lehnherr) and the field officers.

Notation was made that any additional UPS administrative support is provided and paid for by Universal Protection Services as needed.

Mr. Burke continued to express how dedicated CCTV Sergeant (A. Brown) is in performing her assignments especially when pulling and searching video for police. Police are trained to search for video as needed.

It was pointed out that the location of the TSS office is strategically located in MTS Building C which better facilitates daily operations.

Detailed requirements for pre-employment were discussed. Universal Protection Service is very cautious of who they want to bring aboard.

Officers assigned to this contract must comply with MTS/SDTI/SDTC's Drug and Alcohol Policies and Smoking Policy as well as all existing and future Standard Operating Procedures, Rules, Directives and Instructions for all our agencies (MTS, SDTI and SDTC).

Even though TSS training was discussed in the last board meeting, a more detailed breakdown was presented at today's meeting regarding the 170-hour Basic Training program – Phase Training.

Mr. Burke mentioned that UPS provides all necessary equipment, designated and approved by MTS, to each security officer assigned to this contract (see slide 10 for details).

Patrol vehicles are obtained by MTS and are utilized by TSS exclusively for MTS security patrol activities. All costs associated with the purchase/lease, operation, and maintenance of the security vehicles is the responsibility of MTS.

UPS is responsible for all costs associated with damage caused by misuse or accident repair determined to be the fault of a contract employee. If any officer gets into a fender bender they are responsible for the damage. We don't expect to see a long scratch, if it's there, we track the officer and ask him to do the repair.

Expenses for loss of MTS issued equipment, such as gas cards/gate keys, radios, etc., will be reimbursed by UPS. They are also responsible for vehicle insurance policy limits and coverage specified in the Standard Services Agreement.

Mr. Jablonski emphasized that blackberries are an important tool because that's how they communicate with everybody in the field and as they get alerts they immediately know exactly what they are looking for and they are able to locate suspects right away.

Mr. Burke mentioned that all police agencies now notify us to be on the lookout (BOL) and they provide additional suspect's information like pictures and other elements that are also helpful to officers.

Clarification was made that TSS officers also use other communication equipment, like their cell phones, and other trolley radios (600 MHz).

Areas to be patrolled (Slide 11) include passenger stations, trains and the Right-of-Way.

Dispatch and Closed Circuit Television (CCTV) monitoring is performed 24/7 giving us control to dispatch officers when and where, as needed. Security officers also provide services to:

- Revenue Collection (they secure the area while the collectors take the money out of the TVMs)
- Other MTS-Owned Facilities (SDTC – Maintenance/Administrative Facilities, IAD, Kearny Mesa Division (KMD), The Transit Store and BRT).

Mr. Burke mentioned that we don't have a steady deployment at BRT facilities, it's rare, but we do fare checks when we are called. We've also had some parking issues there.

Officers also patrol restricted areas on foot and/or by vehicle or by bike observing and maintaining the security presence, public and private areas in the assigned section.

They respond to and assist agency personnel during accidents involving light rail or non-revenue vehicles and routinely interface with the riding public, providing general information relative to the use of the system and other necessary information.

They also conduct fare inspection and passenger counts, onboard and in fare-paid zones and report accordingly. They can't issue citations, but they detain the suspects for the Code Compliance Inspectors who can issue the citations.

The Union Tribune (UT) was invited to watch how our plain-clothes and uniform operations are performed on our system. The reporter and photographer got to see what happens during undercover operations. UT got positive remarks from the public and Mr. Burke mentioned, "that's the point we wanted to make when we do enforcement, we want to be very predictably unpredictable".

Mr. Burke mentioned that he encourages the plain-clothes team be part of the daily shift operations. That strategy has been very beneficial because we've been able to catch people damaging our property or stealing copper wire, and doing all types of graffiti (etching windows/spray painting a seat) on our system.

We work closely with the police departments along with the graffiti gang units. Our officers take pictures of suspects and their art work gets uploaded to Graffiti Tracker.

In response to Ms. Rios, Mr. Burke mentioned that 1 CCI officer (sometimes 2) plus 4 security officers are included in these operations. The 4-day 10-hour shifts: Sunday to Wednesday and Wednesday to Saturday cover operations seven days a week and patrons feel more secure riding our trains at night time. Riders have expressed that they are happy to see what we are doing.

Mr. Burke emphasized that we are not police and we don't do homicide, drug or other investigations. However, the police call us to do operations with them once a week. We make sure there is quality of life and that our platforms and stations are safe.

Ms. Rios was sorry that Mr. Alvarez and Mr. Minto are not present because she knows they have concerns that the board brought up regarding newspaper articles talking about the lack of training and that officers are being put in positions that are not safe.

In response, Mr. Burke stated that officers do not work by themselves. We have mobile units, train units and station units. We don't want them to feel that way. We ask them to talk to their supervisor. The stations that have officers have cameras (90% of our stations have cameras). The officers carry their radios with them and he emphasized that, historically, the operations are safe. If they have any concern, we do not leave them stranded. We immediately send staff to the scene.

Mr. Burke concluded that the newspaper articles became pretty clear to us that those complaints were not MTS related because there are two agencies involved. We make it very obvious to officers that their job is to observe and report.

Mr. Jablonski mentioned that we only had one incident regarding a shooting that was the only one on the system. Mr. Moller knows that we just don't have these problems.

Mr. Jablonski feels these officers look at this job as a stepping stone to move on. With all the training they receive they become very good candidates for other jobs resulting in a high turnover rate for UPS. Captain Jackson is part of Mr. Burke's weekly staff meetings. As a contractual entity, TSS works with us and is incorporated into to our entire operation.

Mr. Burke mentioned that Frank Amezcua who is the MTS Manager of Field Operations meets with UPS Captain, Dennis Jackson on a daily basis and discuss various issues as follows:

- Planning and Approval of Deployments (CCI & TSS never split)
- Equipment Inventory
- SOPs and Directives
- Billing – all UPS invoices are reviewed online before submitting them to MTS. (They include a summary and a detailed breakdown of all hours worked - by officer name, assignment, location, special events and billing costs associated with those hours).

Mr. Burke explained how Code "C" is not at MTS's expense. It means MTS pays the straight hours and UPS pays the overtime.

Mr. Jablonski pointed out that UPS has a large number of local contracts in San Diego which helps lower the absenteeism. They can pull officers from other contracts so we never have empty slots. Mr. Burke mentioned that they do a lot of cross-training in those other jobs making it easier to slide in and do our job here.

Daily shift briefings are important to our day-to-day operations. The MTS CCI Watch Commanders along with Auxiliary Sergeants oversee daily briefings that include, but are not limited to:

- Assigning officers to respective locations
- Interactive discussion of incidents from the previous shift(s)
- Interactive discussion of beat issues, such as gang activity, transient issues and other security/safety awareness issues
- Alerting officers about missing or wanted persons
- Training issues such as MTS Ordinances and Code sections, report writing procedures and officer safety information
- Checking uniform, permits and equipment inspections
- Issuance of equipment such as Blackberries, two-way radios and Compass Card Inspection readers (we really scrutinize the equipment)

In more detail regarding the turnover of security staff, Mr. Burke pointed out the following:

- Heritage Security and UPS have both stated that the industry turnover annually for security officers is 200%
- The Heritage/UPS turnover rate here is approximately 50%
- Even though the 50% is high, it is much lower than the industry standard
- Security officers discover that working on the MTS security contract is much more challenging than most security positions
- The officers that come to work on this contract are mainly on the entry path to other law enforcement positions. They leave because they have been hired by local, county, state or federal law enforcement agencies (a majority of them go to Border Patrol). Most of the CCIs (80% now) at MTS are former security officers who tell us how they have looked forward to working for MTS on a full-time basis, even though they must give up their weapon (they know that they have to give up the gun but they still want to be here). Last fall we hired two Lieutenants from UPS to fill Code Compliance Inspector positions.

- Law enforcement agencies in San Diego County have shown a respect for our security officers. That is not the norm for most police/security officer interactions. Our undercover team (4 security and 1 or 2 CCI officers) work a task force with San Diego police and work on graffiti together and that's unheard of, but not with us.
- The Code Compliance department is happy with the overall performance of the security officers working on our security contract.

Mr. Burke mentioned that all the above completes the presentation regarding the security scope of work and he turned over the second part of the presentation to Ms. Karen Landers.

b) Funding / Contract Payments (Second presentation)

Ms. Landers presented the term and pricing details of the "Security Services Contract" - Heritage Security Services was awarded after competitive procurement and 6 RFP proposals were received and the score was based on:

- Price - 50%
- Qualifications - 20%
- Staffing Plan - 15%
- Work Plan - 15%

Ultimately, the list was narrowed down to 4 proposals. The best and final offer (BAFO) pricing was \$0.55 less per hour than the previous fiscal year (2010 contract). All this information was included in the board agenda item and it was approved by the Board on June 24, 2010.

Universal Protection Services (UPS) purchased Heritage Security Services and we approved the assignment of contract (pursuant to that sale) approved by CEO in May 2012.

The Contract Term was approved by the Board and it was contingent on a 4-year base period with two 1-year options.

Currently we are almost completely through the first three years of the contract:

Base: July 1, 2010 to June 30, 2014

We have one more year which will end June 30, 2014, with the option years through 2015 and fiscal year 2016:

Option Year 1: July 1, 2014 to June 30, 2015

Option Year 2: July 1, 2015 to June 30, 2016

Mr. Jablonski asked if those option years are ones that are approved by the Board?

Ms. Landers read, "The Board item does not specify expressly that the CEO has the authority". It just authorizes the CEO to execute the contract with a four year base period with two (1) year options. We will come back to you, the Board, before we exercise options and this contract is just silent.

The pricing structure of the contract was broken down by officer positions (probationary period plus steps A-to-L), supervisor positions (salaried and hourly pay rate – no overhead charge) and fixed costs (auto insurance, technology services, administrative costs).

Heritage/UPS does offer vacation benefits. Officers employed for 6 months and up to 18 months get 5 days. Officers employed for 18 months to 4 years get 10 days. When officers reach 10 to 20 years of employment, they get 20 days.

Heritage/UPS does offer health insurance coverage to employees with different options including a Kaiser HMO and the premium cost was discussed.

Much discussion and research was done regarding the Living Wage Policy. To put it simply, there is no living or responsible wage requirement in the RFP for Security Services at this time.

We did a survey of different cities in MTS's jurisdiction and only the City of San Diego had a living wage policy. We checked with other cities and the city clerks could not identify the living wage policy. Certainly, we had to pay for living wage for all applications for construction contracts, but that's different from what this is.

MTS has a responsible wage policy for bus operation contracts, this is something that has been in place since 2000. It is currently in Board Policy 31 and it only applies to vehicle drivers. This policy does not apply if the contractor's drivers are subject to a collective bargaining agreement. MTS's contracts are all exempt pursuant to this provision, because all our contractors and vehicle drivers have collective bargaining agreements.

Although we have an internal responsible wage policy for those contracts it never actually had to be put in place because all our contractors have always had collective bargaining agreements.

Ms. Landers presented a comparison with the City of San Diego living wage ordinance and what it requires for FY 13 and FY 14. It included wage amounts, days off and health benefits.

For FY 13 the living wage was at least \$11.47/hr. and for FY 14 it was \$11.65/hr.

The minimum of 10 paid days off per year was a requirement but it wasn't clear on how long they had to be employed before getting the 10 days.

For health benefits, the minimum was \$2.30/hr. up to \$399/mo. and if a lesser amount applied toward the health plan, the difference must be added to hourly wage as cash payment.

UPS contract employee rates are broken down by different positions and they are as follows:

- Armed Security Officer – Probationary - Step A (\$10.50/hr.) to Step L (\$13.15/hr.)
- Unarmed Security Officer – Probationary - Step A (\$9.00/hr.) to Step L (\$11.04/hr.)
- Part-Time Event Ambassador (\$9.00/hr.) – They are seasonal/part time employees and would not apply to the Living Wage ordinance)
- Unarmed Dispatch/CCTV Officer – Probationary – Step A (\$9.00/hr.) to Step L (\$11.04/hr.)

- Armed Courier Service (\$10.89/hr.)
- Guard – Step A (\$9.62/hr.) to Step K (\$10.90/hr.)
- Armed Supervisor – Step A (\$13.76/hr.) to Step L (\$16.72/hr.)
- Armed Lieutenant & Armed Captain - Salaried

The living wage ordinance only applies to employees who work more than 30 hours a week; they make \$9.00/hr. and that's very common.

The step progression chart was presented as follows:

UPS EMPLOYEE STEP PROGRESSION

- Probationary - 3 months
- Step A - 3 months

6 MONTHS BETWEEN ALL OTHER STEPS:

- Step B - (12 month total)
- Step C - (18 month total)
- Step D - (24 month total)
- Step E - (30 month total)
- Step F - (36 month total)
- Step G - (42 month total)
- Step H - (48 month total)
- Step I - (54 month total)
- Step J - (60 month total)
- Step K - (66 month total)
- Step L - (72 month total)

If the Board would decide they wanted us to convert this contract to a living wage, a very general estimate / potential cost effect was presented in two scenarios:

- Scenario 1: Raise all wages up to "living wage" specified in City of SD policy.
- Scenario 2: Maintain difference and payment structure/steps for different duties (armed vs. unarmed) while also raising lowest wage in any schedule to at least the "living wage" specified in the City of SD policy).

• FY 13 Living Wage Rate of \$11.47/hr.

	Total Hours	Total Cost	Avg Per Hour	Increase	Annualized Increase
Current	302,271	\$ 4,680,672	\$ 15.49		
Scenario 1	302,271	\$ 5,198,524	\$ 17.17	\$ 517,851	\$ 509,421
Scenario 2	302,271	\$ 5,503,718	\$ 18.21	\$ 823,046	\$ 987,655

• FY 14 Living Wage Rate of \$11.65/hr.

	Total Hours	Total Cost	Avg Per Hour	Increase	Annualized Increase
Current	302,271	\$ 4,680,672	\$ 15.49		
Scenario 1	302,271	\$ 5,252,452	\$ 17.38	\$ 571,780	\$ 686,136
Scenario 2	302,271	\$ 5,582,121	\$ 18.47	\$ 901,449	\$ 1,081,738

"Total Cost" and "Total Hours" based on July '12 to April '13 - TSS employee charges only

For some of the unarmed positions, that whole range from probationary to grade L is below \$11.47/hr. so instead of having any sort of range, every employee in that position would be offered \$11.47/hr. and there would be no steps under this first scenario.

For the armed position, they would have to get to approximately Step D or Step E to meet the city's living wage number and so those first five steps would be compacted. It would just be \$11.47/hr. and then in the higher rates would stay.

- Additional Cost to Add:
 - Paid Leave - 10 days - \$240K
 - Health Benefits - equivalent of \$2.30/hr (FY 13) or \$2.34/hr (FY 14) - \$835K

Approximately \$1.1 million

- Potentially less based on credit for vacation days and health benefits already provided to UPS employees

In order to replicate the current service, the cost would be approximately an additional \$2 to \$2.2 million per year for this contract to have a living wage requirement.

The current contract budget for FY 13 is \$6.6 million. If we needed to provide 2 million dollars in additional funding, that would be approximately a 29% increase. If we had to stick with our current funding that has been authorized, that would be a 29% decrease in services or we would have to have fewer patrols; fewer employee hours in order to pay this living wage.

Currently what our contract requires, is based on the benefits UPS offers so they maintain those benefits. Although the vacation money was embedded into the overhead cost they charge us, it does not add up to 10 paid vacation days per year. There would be a certain amount of increased cost to make sure every employee under the contract was getting 10 paid days off, instead of what is offered now.

Does UPS have any experience in providing services of living wage jurisdictions?

They actually do, the health plan has areas where they are in living wage jurisdictions and they have a company that they contract with, at least for the health element, to design a health plan that complies with the living wage requirement. It is kind of on a case-by-case basis that, depending on the living wage and what the health benefit equivalent is for that city, they send a special package.

Regarding the jurisdictional issue, I think either the contract has to be a living wage or not.

Ms. Landers questioned, "Is this something that has come up about the context of the contract?". The contract is: we have one more year of the base period, unless the Board wanted to find \$2 million dollars. I am not aware if funds are available; maybe we just want to unilaterally amend the contract for this last year and provide a living wage with the contract. There is no action required from the Board to go forth, at least through the base period. We then have the option years and if the Board wants to find the money to increase this requirement, they can increase it. Then we can do an amendment to exercise those but this is a contract that they need a significant amount of lead time. We have about a year left until the end of the base period, if there's a desire to re-solicit; the staff needs at least a year in advance to be able to do that.

We can give this presentation to the Board and if it's something that they want, we can write this contract out through the base period and the option years. When it is time to re-solicit, when that full 6-year contract is up, then we can bring it back to the Board and see if the Board at that time wants to add a living wage requirement to the contract so it is part of the bids. But at this point, what are we supposed to do? We are providing this report to you, is there action that we should be taking?

Ms. Landers did not know why we decided to call our policy in 2000 a responsible wage. She thinks it was intended to be the equivalent of a living wage. It just has a slightly different way of calculating with that hourly rate. She asked for direction.

Mr. Cunningham thought a great job has been done specifying how much it costs. He thought at this point in time it would be good to meet with Marti and David to fill them in with some of these details. Most of the equations/questions have been answered and we could probably divide this information between them. We've got some time till 2014 when this contract runs out, but we have a lot to wrap up.

Mr. Jablonski mentioned that with a year left, if we are going to procure this contract again, we should get started not too long after the beginning of the fiscal year. It is a 6-month process minimum.

Ms. Solmer who was representing Mr. Alvarez will give him an update on these issues and that we would like to meet with him.

Mr. Cunningham offered to reach out to Marti to discuss a meeting with her.

6. COMMITTEE MEMBER COMMENTS

Mr. Jablonski wanted to know if a presentation should be done on contract details and it was thought to be a good idea.

Ms. Landers mentioned that the Board covered this at the main meeting when they approved the amendments to the contract and the adjustment to the funding estimates through the option years.

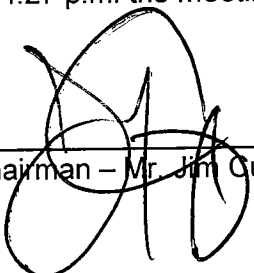
At this committee and at the budget development committee, we had previously approved additional patrol but that has a cost impact so we addressed it in the budget. We hadn't yet amended the contract with UPS, to say, "we've asked you to do all this extra work". This is what it is going to cost, so we are updating the spending authority on this contract. Now, we've done that to the full 6-year period.

7. NEXT MEETING DATE

Mr. Cunningham stated the next meeting is to be determined based on the members availability.

8. ADJOURNMENT

At 4:27 p.m. the meeting was adjourned.


Chairman – Mr. Jim Cunningham

FUTURE AGENDA ITEM LIST

1. Approval of Minutes

Attachment: A. Roll Call Sheet

Ad-Hoc Public Security Committee\Meeting Minutes\June 18 2013 - Minutes.doc

SECURITY COMMITTEE
METROPOLITAN TRANSIT SYSTEM
ROLL CALL

MEETING OF: November 12, 2013

CALL TO ORDER: 1:10 p.m.

ADJOURN: 2:15 p.m.

COMMITTEE MEMBER	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ <input checked="" type="checkbox"/>	1:10 p.m.	2:15 p.m.
CUNNINGHAM <input checked="" type="checkbox"/>	12:58 p.m.	2:15 p.m.
MATHIS <input checked="" type="checkbox"/>	1:00 p.m.	2:20 p.m.
MINTO <input checked="" type="checkbox"/>	1:05 p.m.	2:40 p.m.
RIOS <input checked="" type="checkbox"/>	12:55 p.m.	2:15 p.m.

SIGNED BY ROXANA F. BAEZA:

Roxana F. Baeza

CONFIRMED BY BILL BURKE:

Bill Burke

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL:

Kelli Orde

Semi-annual Security Report

(Chief William Burke)

January – June 2013

(DRAFT)

AD HOC PUBLIC SECURITY COMMITTEE MEETING

November 12, 2013



1



Part I Incidents – Rail

January through June

	2012	2013
Ridership	15,866,245	14,358,530
<u>Against Persons</u>		
Homicide	0	0
Rape	2	0
Robbery	8	14
Agg. Assault	6*	4**
Subtotal	16	18
*3 Patrons, 3 TSS		
**1 Patron, 3 TSS		
<u>Against Property</u>		
Burglary	1	1
Theft	39	65
MV Theft	10	12
Arson	0	0
Subtotal	50	78
Total Part I Incidents	66	96
Per 100,000	.41	.66



2



Part I Incidents – Rail

January through June

Non-Patron Related Part I Theft Incidents

2012

21% of SDTI Thefts were non-patron related

1 Signal Wire
3 Coke machines
1 Goodwill box
2 Other (fare media/fence)
1 Contractor
8 (of 39 Thefts)

Adjusted Part I Incidents against Patrons if removing these 8 thefts = .20 Part I Crime Incidents per 100,000 patrons

2013

37% of SDTI Thefts were non-patron related

12 Copper wire/Metal
10 Coke machines
2 Fare machines
24 (of 65 Thefts)

Adjusted Part I Incidents against Patrons if removing these 24 thefts = .49 Part I Crime Incidents per 100,000 patrons



3



Part I Incidents – Rail

January through June 2013

Cell Phone and Electronics Thefts and Robberies (includes attempts)

20 Cell phones and electronic devices thefts

- Account for 25% of all thefts and robberies

Victim Services, Crime and Security Unit



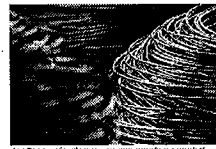
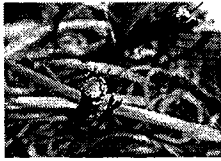
4



Part I Incidents

Copper Wire Thefts - Nationwide

- Copper theft 'like an epidemic' sweeping US — CNBC
- Copper theft seen as source of UC Berkeley outage — Associated Press
- Copper Theft — An Increasing Problem Nationwide — Family Home Security
- Thieves somehow steal 6 miles of copper wire from Utah highway — Associated Press
- Copping the copper thieves becomes big business - CNBC



5



Part I Incidents

Copper Wire Thefts

Local Copper /Metal Thefts Too Numerous to Compare to National Thefts

Problem: Stolen metals are easily cashed in at local recycling facilities

Price per pound 1999 = .60¢ Price per pound 2013 = \$3.30+

MTS Solutions:

- Members of the San Diego County Metal Theft Task Force
 - Includes regulatory and law enforcement agencies
 - Joint details with law enforcement officers – visit recycling centers
 - Target all recyclable metals
 - Shut down unscrupulous recycling centers
- Deployment of Crime Suppression Unit
- Late night patrol conducted on Rights-of-Way and Homeless Camps
- Patrols conducted in uniform and plainclothes



6



Part I Incident Comparison - Rail

MTS and Los Angeles

January through June 2013

	MTS	LA Metro
Ridership	14,358,530	56,172,511
Incidents per 100,000	.66	1.04
<u>Against Persons</u>		
Homicide	0	0
Rape	0	0
Robbery	14	144
Agg. Assault	4	61
Subtotal	18	205
<u>Against Property</u>		
Burglary	1	1
Theft	65	324
MV Theft	12	49
Arson	0	3
Subtotal	78	377
Total Part I Incidents	96	582



7



Part II Arrests – Rail

January through June

	2012	2013
Other Assaults	32	28
Vandalism*	60	49
Sex Offenses	1	2
Drug Abuse	104	135
DUI	4	3
Subtotal	201	217
Drunkenness	101	37
Disorderly Conduct	579	457
Trespassing	204	169
Curfew/Loitering	101	43
Subtotal	985	706
Total**	1,186	923

*Graffiti Tracker incidents not included. **Does not include citations for fare evasion.



8



Part I Incidents – SDTC Bus

January through June

	2012	2013
Ridership	14,449,067	14,334,565
Homicide	0	0
Rape	0	0
Robbery	5	1
Agg. Assault	4	4
Burglary	0	0
Theft	11	6
MV Theft	1	0
Arson	0	0
Total	21	11
Per 100,000	.1448	.0767



9



Part I Incident Comparison - Bus

MTS and Los Angeles

January through June 2013

	MTS	LA Metro
Ridership	14,334,565	173,584,814
Incidents per 100,000	.14	.14
<u>Against Persons</u>		
Homicide	0	0
Rape	0	0
Robbery	1	38
Agg. Assault	4	50
Subtotal	5	88
<u>Against Property</u>		
Burglary	0	5
Theft	6	137
MV Theft	0	9
Arson	0	0
Subtotal	6	151
Total Part I Incidents	11	239



10



Part II Arrests – SDTC Bus

January through June

	2012	2013
Ridership	14,499,067	14,334,565
Other Assaults	2	5
Vandalism	5	1
Sex Offenses	0	0
Drug Abuse	3	9
DUI	1	1
Drunkenness	16	3
Disorderly Conduct	44	14
Trespassing	1	3
Curfew/Loitering	22	77
Total*	94	113

*Does not include citations for fare evasion



11



If You See Something Say Something

if you
SEE
something
SAY
something

The Metropolitan Transit System takes transit security seriously. If you see anything suspicious let us know.
Call **619-595-4960**
Text **619-318-1338**



12



If You See Something Say Something

Texts received:

- Passenger needing paramedics onboard train after falling off seat. The reporting party texted the location to the Operations Control Center. Paramedics dispatched and passenger transported to the hospital.
- Requesting help because of a passenger acting erratically onboard a train. An officer was dispatched and located the passenger. She was removed from the premises. Reporting person texted, "Thank you. I feel much better."
- Report of an unknown emergency onboard bus #616. Central Control replied to the message but did not receive a response. San Diego Transit was immediately notified of the situation and was able to contact the driver of bus #616. Bus Operator reported there was no emergency onboard the bus.

Texts may also be received from international telephone numbers, such as Tijuana, thus demonstrating the flexibility of the system.



13

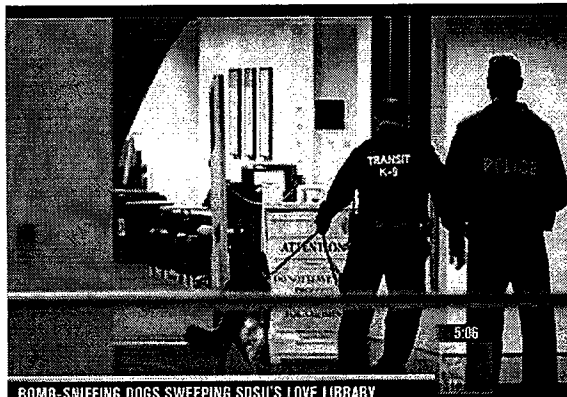


K9 Searches



Petco Park Pre-Event

Bomb Threat - SDSU's Library



BOMB-SNIFFING DOGS SWEEPING SDSU'S LOVE LIBRARY



14



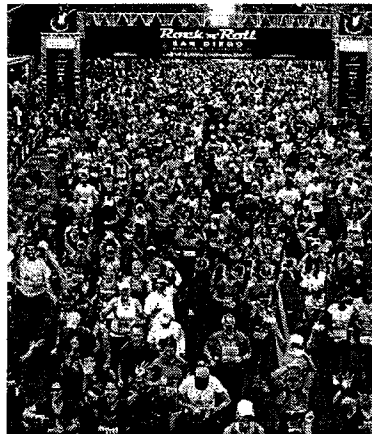
Homeland Security Training Drill

Rock and Roll Marathon

Heightened Security/Post-Boston Marathon Bombing

Participating Regional Agencies

- North County Transit District
- San Diego Police Department
- Harbor Police Department
- Orange County Sheriffs
- Orange County Bomb Squad
- Homeland Security
- US Marshals Service
- Secret Service
- FBI
- Transit Security Administration
- Visible Intermodal Prevention and Response (VIPR) and K9 teams
- Bureau of Alcohol Tobacco Firearms & Explosives (AFT)



15



Homeland Security Training Drill

Rock and Roll Marathon

Heightened Security/Post-Boston Marathon Bombing



- 2 MTS K9 teams
- 18 K9 teams from regional agencies
- UPS trucks containing runners' bags
- Tailgate Park
- PETCO Park (pre-swept)
- Media trucks
- Vendors
- Stages
- Start/Finish line
- Crowds
- Trolleys and Buses
- Bus and Rail Yards
- MTS Parking Structure



16



Special Enforcement Unit (SEU)

Zero Tolerance Fare Inspection - Rail
January – June 2013



- 24 SEUs conducted at random stations
- 97,676 Patrons Inspected
- 2,405 Citations Issued
- 39 Written Warnings Issued
- 2.5% Evasion Rate



17



Graffiti Tracker

Incidents Submitted by MTS
January through June 2013



Officers witnessed tagging and called police (non-MTS property)



4 Taggers
ARRESTED!

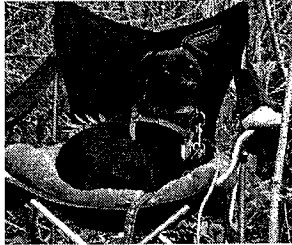


18



Transient Camps

Becoming more dangerous ...



"Guard" or "warning" dogs such as pit bulls and other large dogs

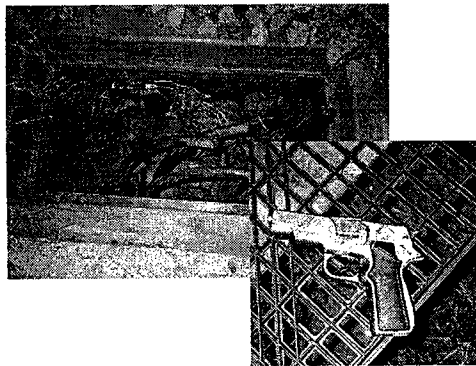


19



Transient Camps

Becoming more dangerous ...



Copper wire thefts to support weapons and narcotics activity

Over 85% of occupants are dealers or users of methamphetamine and heroin

Camps are larger than usual – up to ten tents or bedding areas containing multiple occupants



20



Transient Camps

Joint Details



Twenty camp details conducted throughout San Diego River/Mission Valley Preserve and Cactus Park



21



Transient Camps

Routinely Patrolled

San Diego River/Mission Valley Preserve

- Cactus Park – Lakeside
- Mission San Diego (Right-of-Way)
- Fenton Parkway (Right-of Way)
- Rio Vista (Right-of-Way)
- Mission Valley Center (Right-of-Way)
- Hazard Center (Right-of-Way)
- Morena Linda Vista (Right-of-Way)
- Old Town (Right-of-Way)

Sweetwater Preserve (South Bay)

- Sweetwater Flats
- Gunpowder Point



22



End



23



MTS® MOVES



San Ysidro/Tijuana



BLUE LINE GROUNDBREAKING MARKS FINAL PHASE OF TROLLEY RENEWAL

This July, construction begins on the final phase of the Trolley Renewal project. When complete, the 12 Blue Line stations from Barrio Logan to San Ysidro will join Green and Orange Line stations in featuring new station shelters and state-of-the-art electronic signs. The makeover also gives passengers a smoother ride and allows the new fleet of low-floor Trolley vehicles to operate on the Blue Line. The makeover will begin with the Barrio Logan, Harborside and Pacific Fleet Trolley stations. During construction, all Blue Line stations will remain open, but riders will be directed to use adjacent temporary platforms.

The Blue Line renovation is scheduled to be complete in late 2014.

To get construction updates by email, sign up at www.sdmts.com/trolleyrenewal.asp.

INICIO DE CONSTRUCCIÓN DEL BLUE LINE SIGNIFICA LA ÚLTIMA FASE DE LA RENOVACIÓN DEL TROLLEY

Este julio, construcción comienza en la última fase del proyecto de renovación del Trolley. Al terminar, las 12 estaciones del Blue Line desde Barrio Logan hasta San Ysidro acompañarán las estaciones de Green y Orange Line en contar con nuevas casetas en las estaciones y letreros electrónicos de último modelo. La remodelación también le da a los pasajeros un viaje suave y permite que funcionen los nuevos tranvías Trolley de piso bajo en el Blue Line. La remodelación comenzará con las estaciones de Trolley de Barrio Logan, Harborside y Pacific Fleet.

Durante la construcción, todas las estaciones del Blue Line permanecerán abiertas, pero los pasajeros serán dirigidos para usar plataformas provisionales adyacentes.

La renovación del Blue Line está programada completarse a finales del año 2014. Para recibir actualizaciones de construcción por correo electrónico, apúntese en www.sdmts.com/trolleyrenewal.asp.

Your Favorite Fantasy, Sci-Fi, & Comic Characters Return!

Comic-Con is back from July 18-21! Join the thousands of fans who find it's easier to ride the Trolley to the Gaslamp Quarter or Convention Center stations than it is to use superhuman skills to fly there... or rely on Scotty to beam them up! Check www.sdmts.com for information on Comic-Con Trolley service and where to purchase your commemorative multi-day Day Pass.



¡Sus favoritos personajes de fantasía, ciencia ficción y cuentos regresan!

¡Comic-Con está de regreso del 18 a 21 de julio!
¡Acompañe a miles de fanáticos que descubren que es más fácil tomar el Trolley a las estaciones Gaslamp Quarter o Convention Center que usar habilidades sobrehumanas para llegar volando...o depender de Scotty para teletransportarlos! Revise www.sdmts.com para información sobre servicio de Trolley para Comic-Con y donde comprar su pase de un día conmemorativo para varios días.

Cell Phone and Electronic THEFT WARNING

BE AWARE

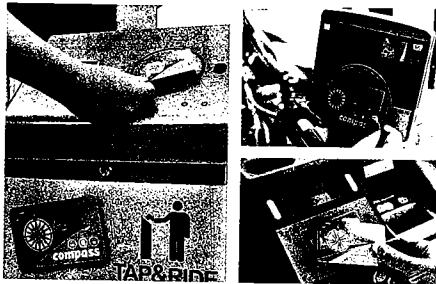


MTS
www.sdmmts.com

- ✓ Avoid having them on display.
- ✓ Avoid using them in areas where they can be easily snatched (near a door for example).
- ✓ Keep them deep inside an internal pocket.
- ✓ Never leave them unattended.
- ✓ Never let a stranger borrow them.
- ✓ Always pay attention to your surroundings.

Fare Enforcement Warning

You are required to **tap your valid Compass Card BEFORE** boarding the train and as you board a bus to avoid a citation.



Thanks for your cooperation.

if you
something
something



The Metropolitan Transit System takes transit security seriously. If you see anything suspicious let us know.
Call 619-595-4960
Text 619-316-1338

Important Numbers
Números Importantes



Meet the newest member of the MTS Bus and Trolley K-9 unit...
Molli



Conozca al miembro más nuevo del equipo canino de autobús y Trolley de MTS...
Molli

DOWNTOWN DIRECTORY

San Diego's Directory of Social Services in Downtown



Provided by:
The Downtown San Diego Partnership's
Clean & Safe Program
and 2-1-1 San Diego

For Additional Programs **DIAL 2-1-1**

Dial 2-1-1 to apply for CalFresh or Medi-Cal benefits or log on to www.211sandiego.org for easy access to community services.

211 San Diego

211sd

- CalFresh & Food Assistance
- Health-Related Services
- Housing & Shelter Options
- Military & Veteran Services
- Financial & Utility Assistance
- Children & Family Services
- Emergency Response

Free • 24 hours • Confidential Multilingual