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04-03-14 P02:10 IN

Agenda

AD HOC PUBLIC SECURITY COMMITTEE MEETING

April 8, 2014 – 8:00 a.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 (November 12, 2013) | Approve |
| 3. | <u>Public Comments</u> – Limited to five speakers with three minutes per speaker | |
| 4. | Election of Chairman | Elect |
| 5. | MTS Year-End Security Report (January through December 2013) | 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.

SECURITY COMMITTEE
METROPOLITAN TRANSIT SYSTEM

ROLL CALL

MEETING OF: April 8, 2014

CALL TO ORDER: 8:10 a.m.

ADJOURN: 9:20 a.m.

COMMITTEE MEMBER	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ <input type="checkbox"/>	ABSENT	ABSENT
CUNNINGHAM <input checked="" type="checkbox"/>	8:05 a.m.	9:20 a.m.
MATHIS <input checked="" type="checkbox"/>	7:45 a.m.	9:20 a.m.
MINTO <input checked="" type="checkbox"/>	8:10 a.m.	9:20 a.m.
RIOS <input checked="" type="checkbox"/>	8:00 a.m.	9:20 a.m.

SIGNED BY ROXANA F. BAEZA:

Roxana F. Baeza

CONFIRMED BY BILL BURKE:

Bill Burke

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL:

Karl Cord

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

November 12, 2013

MTS
1255 Imperial Avenue, Suite 1000, San Diego

1. ROLL CALL

Mr. Cunningham called the meeting to order at 1:00 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 June 18, 2013 Ad Hoc Public Security Committee meeting. Mr. Mathis seconded the motion and the vote was 5 to 0.

Ms. Rios made a comment that on one of the pages from the last meeting minutes it says that she was sorry that Mr. Alvarez and Mr. Minto were not present to discuss the UPS contract issue and they feel that they needed to be part of that discussion so she asked the committee if it would be possible to bring the this issue to the table so her colleagues could be updated on that discussion. The committee voted unanimously in favor.

3. PUBLIC COMMENTS

There were no public comments.

4. COLLECTIVE BARGAINING AGREEMENT BETWEEN TSS AND INTERNATIONAL UNION SECURITY, POLICE AND FIRE PROFESSIONALS OF AMERICA (SPFPA), LOCAL 245 – SIGNED ON AUGUST 30, 2013

Ms. Landers notified that there had been some on-going labor negotiations between Transit System Security and their Union.

This issue came up in our last committee meeting and Ms. Landers only wanted to follow-up and to notify everyone that TSS and their Union did reach an agreement; their contract was signed on August 30, 2013. She emphasized that MTS was not part of any of those negotiations.

On a different matter relating to security, Mr. Minto then asked Mr. Cunningham if he could get an update in regards to the MTS security contract issue since he was not present at the last meeting. He asked if there was something that he or Mr. Alvarez needed to follow up on regarding this issue because, obviously, the meeting minutes do not always specify everything.

Mr. Cunningham then proceeded to give Mr. Minto a brief summary/background of the discussions. He explained to Mr. Minto that before the contract reached agreement there was a discussion about San Diego's Prevailing Wage, especially the Living Wage and MTS was getting back together to talk about that from the policy perspective from MTS. In the interim, between the two meetings, they reached a Collective Bargaining Agreement.

Mr. Cunningham mentioned that the folks at the bargaining table reached what they believed to be appropriate wages and benefits for them. So, the notion was that it took us (MTS) out of the discussion, if you will, since there was a sign of a Collective Bargaining Agreement. But, there was not one when it was brought up the MTS Board meeting - I think it was by Marti Emerald, maybe David as well - and, then, there has been one now. If the committee wants to have more details on that we certainly can provide that.

Ms. Landers added that there was a PowerPoint that was presented concerning the living wage issue as it would relate to this contract and comparing it to the responsible wage provisions that we have in our bus operator contracts and then also compared it to San Diego's living wage and it showed the financial implications if we agreed to convert this contract to meet those hourly rate requirements, so if you would like a copy I can send it to you. At that point, it was kind of a report that this is the status of this contract and this is the financial implications if we were to convert those rates.

Mr. Minto expressed, I guess my only concern about that is because they reached that agreement to living wage and that it generally increases the cost and how is that passed on to us? Does it mean that now we are going to look for another contract? Maybe that's not necessarily so much a Public Safety Committee issue but something that we should think about in case we need to make a recommendation?

Mr. Mathis responded that it won't require redoing our contract. If there is a contract renewal in the future they will probably take into account their labor cost when bidding on it, and that's the natural process.

Mr. Minto mentioned that as far as some of the other safety issues that they talked about, it sounded to him that they properly resolved those issues and he thought that's why they reached an agreement.

Ms. Landers wanted to add something about the MTS contract – the base year goes through June 30, 2014; we have two 1-Year options, which will expire June 30, 2016. So we will be coming back to the Board to get authority to exercise those two options so this item will be included in the December Agenda for the Board. She said that certainly when it is time to go out to re-bid this contract, we will want to start working on it a year in advance because it is one of our bigger contracts.

In response to a question from Mr. Minto she said that some contracts we exercise option years one at a time but this one, we would probably request authority to exercise both years because by doing so it will give us time to plan and prepare for a new procurement, that is, a year in advance.

Ms. Rios remembered that part of the presentation included the subject of training. Is that part of that contract? She mentioned that she has been getting calls from some organizations that have had concerns about training.

Mr. Burke mentioned that he has not reviewed their contract yet and he did not know exactly what they agreed to on training and the training, as it was presented to the Board several months ago, is anything we do combined and we are still doing. We haven't changed any of that but, if there is an agreement in their contract concerning training with them, he has to look into that.

Mr. Minto mentioned that he has not received a lot of calls lately, but he did receive calls in the past from security members and the media who had concerns about training. He is just guessing that all that has gone away since we had the last big meeting and the fact that the contract has been signed his guess is that they ironed out all their issues in that area, otherwise, we would still be getting calls about that.

Ms. Landers advised Ms. Rios and Mr. Minto that she would certainly like to be notified if any specific training questions are brought to their attention and would handle them appropriately. Mr. Burke also supported Ms. Landers' statement; any concerns will be passed along as they are received.

As a side note, Mr. Burke announced that unfortunately, Mr. Moller, the Regional Vice President of Universal Protection Service passed away last week. He provided information about his funeral services. The committee members were very sorry about the news.

5. MTS MID-YEAR SECURITY REPORT

Mr. Burke proceeded with the presentation of the MTS Mid-Year Security Report from January through June 2013. He pointed out that the agenda items follow the subject matter of the PowerPoint presentation.

a) Part I Incidents – Rail

Mr. Burke showed the Part I statistics (2012 vs. 2013) - Ridership numbers: 15,866,245 (2012) and 14,358,530 (2013). He pointed out that the statistics, per 100,000 riders for 2012 are .41 and .66 for 2013; the percentage is up because the ridership is down.

Ms. Cooney pointed out that the ridership numbers as shown in slide 2 are incorrect. She did not have them available at the time, but she will provide the correct numbers to Mr. Burke. The PowerPoint that will be presented to the Board on Thursday will reflect the new ridership numbers (will show an increase) and as result the percentage will change (lower).

Total Part I incidents: 66 (2012) and 96 (2013).

The statistics were divided in two sections:

Crime Against Persons (personal safety): Homicide, Rape, Robbery, Aggravated Assault.

Mr. Burke mentioned that the only area that actually went up is Robberies due to cell phone thefts. Technically, this type of robbery is happening nationwide; cell phones are just being ripped out of people's hands and we are seeing more of that.

Regarding Aggravated Assaults, Mr. Burke mentioned that we don't want this to happen but in many cases usually it is our employees who confront the subjects and, as result, statistics for 2013 reflect 4 Aggravated Assaults compared to 6 that we had in 2012.

Crime Against Property: Burglary, Thefts, Motor Vehicle Thefts, Arson.

Mr. Burke pointed out that thefts have increased considerably. He showed the Non-Patron Related Part I Theft Incidents for 2012 & 2013 (slide 2).

Statistics show in 2012 that 21% of SDTI Thefts were non-patron related (8 of 39 Thefts) in comparison to 37% in 2013 (24 of 65 thefts). Our video has shown that perpetrators are people in their 30s or 40s; we know what they look like.

Mr. Burke pointed out that, due to the ridership adjustment, the percentages will go down but what he pointed out on slide 3 is that we do have crimes against our system but it is not a threat to our ridership.

Samples of two flyers were displayed in slide 4. Other small flyers were also included in the members' meeting packets in order to show that we try to keep riders alert while on MTS Property: 1) Take One and 2) Electronic Thefts Warning.

Mr. Burke mentioned that 20% of cell phone and electronic device thefts account for 25% of all thefts and robberies. He pointed out that, so far this year, there have been 1 million cell phones stolen in this country.

A video clip was presented to the committee regarding cell phone thefts. The usage of cell phones is becoming a very serious issue. People are not paying attention to their surroundings while using their phones and, as a result, various accidents have happened; they just do not notice what's going on around them (e.g., suspicious people or packages).

Mr. Cunningham mentioned that he was recently on board a train and he noticed that almost everyone was using their cell phones. Mr. Burke mentioned that people tend to forget how serious this issue is so we have to constantly remind them by passing out various flyers in order to keep them alert.

Mr. Burke mentioned that another nationwide issue is copper thefts. In slide 5 he showed some news headlines that were prepared by CNBC, Associated Press, Family Home Security, etc., one of them stated that copper theft is like an epidemic sweeping the US.

Some other pictures regarding copper wire thefts were presented and Mr. Burke pointed out that a guy stole 6 miles of copper wire from Utah Highway. In another case, 1 ½ miles of street lights were stolen in Los Angeles (nighttime). Our wire is very expensive and it becomes very valuable when people steal it. He pointed out that locally in 1999 those metals sold for \$.60 cents per pound as compared to the current price \$3.30 per pound.

In order to help deter this problem, MTS joined the San Diego County Metal Theft Task Force (includes regulatory/law enforcement agencies, joint details with law

enforcements). Mr. Burke mentioned that we visit the recycling centers in the county with the police to look for any MTS related metal.

In addition, we also have a crime suppression unit. Mr. Burke and Mr. Terry have very close communication and they constantly have people out. In addition, late night patrol is conducted on Rights-of-Way and Homeless Camps. We have patrols conducted in uniform and plainclothes. As result of all mentioned, the metal thefts is going down again.

b) Part I Incident Comparison – Rail (MTS vs. Los Angeles) – January through June 2013.

The incidents per 100,000 are obviously higher but, in slide 7, he pointed out that Los Angeles has similar problems (e.g., cell phones, metal thefts, etc.) or even more serious problems than us, especially in the areas of Robbery, Aggravated Assaults and Thefts.

Mr. Burke showed Part II Arrests – Rail (slide 8)

These Part II statistics relate to quality of life situations where citations are issued and violators get arrested for these types of violations. Mr. Burke pointed out that Drunkenness, Disorderly Conduct and Trespassing went down if compared to the first six months of the previous year (2012).

Regarding Curfew and Loitering, Mr. Burke mentioned that we have been working very closely with police. We perform curfew sweeps on a regular basis, and as a result, statistics show a big difference (101 in 2012 vs. 43 in 2013). We feel that those of us who ride the trains share a friendlier environment.

c) Part I Incidents – SDTC Bus (Slide 9)

Statistics show that not too many incidents happen on the bus side (SDTC). Mr. Burke pointed out that in past meetings he has mentioned that it really makes a big difference to have a vehicle with a driver because the driver is able to maintain or control what happens inside the bus. Passengers tend to have more ownership (they are able to talk to the bus drivers should a disturbance or confrontation happen onboard the bus). He mentioned that statistics in 2012 were not very high to begin with and now that's been cut in half.

Mr. Cunningham asked Ms. Cooney if the ridership figures were accurate for bus side. She mentioned that she will have to check but she expressed the numbers are probably double if we count the contract services. The ridership numbers will also be adjusted for Mr. Burke's Thursday presentation.

d) Part I Incident Comparison – Bus (slide 10)

Mr. Burke pointed out that the incident rate per 100,000 (MTS vs. LA Metro figures) are the same. This fact shows that even though there are so many riders, the figures are much better on the bus than on rail as there is more behavioral control of the passengers on the bus because the bus driver is right there and that really makes a difference in the statistics.

e) Part II Arrests – SDTC Bus (slide 11)

Statistics show that Part II Arrests (quality of life) on bus side are not very high and the comparison of ridership numbers (2012 vs. 2013) is about the same.

Mr. Burke pointed out that Curfew and Loitering is an enforcement situation. We are doing more curfew enforcement in order to get violators off the buses like we've been doing on rail side and, as a result, more citations were issued (22 vs. 77).

Mr. Minto mentioned that those curfew incidents probably happened between 10:00 p.m. & 2:00 a.m. and he pointed out that it is very important to keep enforcing and that the statistics show that kids that are out travelling on the buses; they are not going directly home and chances are that they may be tempted to go somewhere and do something else.

Mr. Burke mentioned that curfew and loitering is very important because that's what affects the quality of life. If they are hanging around they are thinking of something not very good to do.

f) If You See Something Say Something (slide 12)

Mr. Burke announced the program "If You See Something, Say Something" (it took effect at the beginning of the year). A text number was developed for people to notify us via text (619-318-1338) about anything that they see (e.g., suspicious/sick/drunk people or unattended packages left on bus/train, station platforms, etc.), or if they experience something unusual while using MTS system. This program has been developed in order to show people that MTS takes transit security seriously.

Mr. Burke provided samples of scenarios (slide 13) as texts were received by the Operations Control Center, along with their consequent outcome (e.g., a passenger was transported to the hospital, another person was removed from a train because of her behavior; the reporting party was very thankful). Sometimes we get false alarms but we follow through; you just never know until you get to the location. Mr. Burke pointed out that texts may also be received from international telephone numbers, such as Tijuana, thus demonstrating the flexibility of the system.

In addition, a video clip developed by the MTS Marketing department was presented to the committee members; they were all very pleased with the outcome.

The video clip provides various instructions and encourages people to contact MTS (619-595-4960) or other authorities (e.g., Police or 911 for imminent threats or other emergencies) as needed.

Currently, the video can be accessed through MTS website (www.sdmts.com) but Mr. Burke will talk to Mr. Schupp, MTS Director of Marketing & Communications, in order to make arrangements for other public release (e.g. YouTube, Facebook page, etc.).

Mr. Burke expressed that a good response from people has been received as result of this program. We tell the people, "just text us and we will respond immediately". He said that we see it as a growing positive program; we get more information and riders have a better relationship with us.

g) K-9 Searches (slide 14)

Mr. Burke announced that MTS K-9 teams are very busy all the time. Our TSA trained dogs go out to various places to do searches; they make sure there are no bombs or anything suspicious at various locations.

Mr. Burke showed a couple of pictures related to important events where MTS K-9 teams were involved (e.g., PETCO Park Pre-event and SDSU's Library Bomb Threat).

He pointed out the search that happened approximately 5 months ago at SDSU's library. This was a 7-hour joint search with Harbor Police; they were able to successfully clear the library and SDSU personnel were very thankful with the outcome.

TSA regulations require that 80% of searches should be for MTS and 20% for outside agencies. Mr. Burke pointed out that K-9 Team operations have made a big difference because, in the past, if a suspicious package was found in our system (e.g., bus, train, platform, etc.) operations had to be stopped until the Sheriff's office was called in and their response/arrival time to the scene, if we were lucky, was from 1-hour to 1 ½ hrs.

Currently, one of our three dogs is working 20 hours a day and, if we get that kind of call; we respond immediately (e.g., trains, buses, bus stops). We are in approximately 15 to 20 minutes so this helps everything move along; it has made a big difference.

h) Homeland Security Training Drill (Rock & Roll Marathon) (Slide 15)

Mr. Burke talked about the Rock and Roll Marathon event in which security was heightened as result of the Boston Marathon bombing. This event was coordinated by San Diego Police Department.

He expressed that this was a challenging event but the good news is that MTS received grant money for training (\$100,000) and we were able to pay some agencies for their time.

Following are all agencies who participated in this event:

- NCTD, SDPD, Harbor Police, Orange County Sheriffs, Orange County Bomb Squad, Homeland Security, US Marshals Service, Secret Service, FBI, TSA Visible Intermodal Prevention and Response (VIPR) and K-9 teams, Bureau of Alcohol Tobacco Firearms & Explosives (AFT).

Mr. Burke mentioned that staff from every agency wore their uniform and vests. They were easy to see (we did not want anything secret).

As two pictures were shown of Sgt. Parham (K-9 Supervisor) on slide 16, Mr. Burke pointed out that there were approximately 10 UPS trucks (driven down to the finish line) that contained all the runners' back packs, and he mentioned, "what a perfect scenario to blow something up", so we had to make certain that all those trucks were checked and cleared (by 2 MTS K-9 teams and 18 K-9 teams from regional agencies).

The following areas were also searched by the K-9 teams: Tailgate Park, PETCO Park (pre-swept), media trucks, vendors, stages, Start/Finish line, crowds, buses/trolleys, bus/rail yards and MTS Parking structure.

Mr. Burke expressed that everyone was very cooperative and very helpful and that made it easier for us to do our job because they wanted us to succeed and indeed it was a successful event.

i) Special Enforcement Unit (SEU) (slide 17)

Mr. Burke reported the last six months statistics related to SEU operations.

These operations are usually conducted on Wednesdays and stations are picked randomly. When we get there, we check everybody in the platform and on every train that pulls in and out for a specific period (e.g. early in the morning - 5:30 a.m. till late at night - 4 or 5 p.m.).

We have zero tolerance but we are not going to cite people who do not know how to purchase their fares so we issue warnings instead, and what we do in this case, we have revenue staff at the station and help them out with the purchase of their fares. A sample of small flyers "Fare Enforcement Warning" was attached to each committee member packet.

Mr. Burke pointed out that it is important to show that in this type of operation we have 2.5% evasion rate.

In addition, we conduct SWARM operations (e.g., we literally take one region where our officers are working and we pick a three station area and they check those trains (back and forward); they are performed every other week and the fare evasion percentage is 2.5% as well. Turnstile rate is 5%. To me this is the best way to do that to be able to go out and do these clandestine inspections when people are not expecting to see us; we just show up.

In response to Mr. Cunningham's question, Mr. Burke mentioned that the counts (patrons inspected) are performed by a security officer who boards the front of the train and counts everybody on the car before we conduct the fare inspection (e.g., TSS officers count riders and CCIs check fares). They also count the people as they come to the platforms.

j) Graffiti Tracker Incidents Submitted by MTS (slide 18)

Mr. Burke mentioned that our Graffiti Tracker officers look for vandalism along the line but one day they witnessed tagging on the underpass near MTS right of way (non-MTS property) and called the police. As result, 4 taggers were arrested. We ran their names in Graffiti Tracker; they didn't come up in our system but they came up under San Diego's system. They were not only arrested for this; they were arrested for a few other violations.

Mr. Burke mentioned that the District Attorney's Office has been fantastic, they have one unit handling this for all of us; their rule is restitution. A lot of kids are irresponsible

and they are under aged and their parents are most of the time held responsible for kids' restitution costs (\$70 or \$80 thousand dollars restitution).

Mr. Minto commented that this program reduces court costs since restitution is handled administratively; everybody knows that when you go to court you have to pay more.

Mr. Burke mentioned that all the departments have found out that no one has better information than us because we travel through all the communities and we are grabbing taggers from all over the place. They are not tagging our system but they are riding our system; we'll find one tag but there are 50 in the neighborhood (Non-MTS related) and we get them off the streets.

k) Transient Camps (slides 19 & 21)

Mr. Burke informed about the issues that MTS is experiencing with the transient camps. The camps are becoming more dangerous. People found in these camps are people who have been out of jail (with Felony/Warrant Arrests); they have guard or warning dogs such as pit bulls and other large dogs. He pointed out that we have been working together with the police and we are constantly taking them out but new people keep coming back. They steal wire to support weapons and narcotics activity.

Over 85% of occupants are dealers or users of methamphetamine and heroin. The camps are larger than usual and up to ten tents or bedding areas contain multiple occupants. Mr. Burke mentioned, that you can't see it but they use fishing line with razor blades all the way along the edge of their tents and, as a result, people could get cut with these blades and it has become a pretty dangerous situation.

In order to help deter this problem, twenty joint details were conducted throughout San Diego River/Mission Valley Preserve and Cactus Park.

Mr. Burke presented a list of locations in the San Diego River/Mission Valley Preserve and Sweetwater Preserve (South Bay) in order to show the committee members all the areas that are routinely patrolled (slide 22). He introduced Captain Jackson (TSS) who has been working very closely and diligently with transient camp details. Mr. Burke mentioned that Captain Jackson has brought in a weapons board in order to present it to the committee members for their appraisal only, but it will not be presented to the Board on Thursday.

Captain Jackson proceeded to present the weapons board and he mentioned that they are some examples of the different weapons that have been confiscated by TSS officers while conducting transient camp details in the San Diego River/Mission Valley Preserve areas. He explained how they were confiscated and how they are being used. They are homemade/prison-type weapons, cutting tools, axes, straw-like weapons; some weapons are covered with handkerchiefs (used to commit crimes), butterfly knives, bats, pipes, brass knuckles, etc. He pointed out that these are people that are on probation or parole and they make these types of weapons because they are worried about people stealing their drugs.

Captain Jackson also showed a couple of handguns that transients use to commit crimes on each other. He mentioned that various items like barbeque grills,

refrigerators and other appliances are also found in these camps. These articles are stolen from transients and local housing areas.

Mr. Burke wanted to make it clear that we are not encountering these weapons in any of our stations or with the ridership; these weapons are found in the camps and transients use those items to protect their belongings. This issue is not only affecting MTS property but the city and many other county agencies.

Ms. Cooney mentioned that this issue also reflects implications for plans to do transit-oriented development. She met with some property managers in Mission Valley and they expressed that they love the fact that they are located near the transit center but were concerned about their tenants who have to walk along the river. It was a known area; Ms. Cooney said this must have been before the area was cleared. They asked her what can we do to make this more safe? But Ms. Cooney said that there's not much we can do about it.

Captain Jackson mentioned that we are working in conjunction with various agencies in different areas along with the police. He expressed that the combination of all of us working together seems to have an effect but, as we get closer to winter time in particular, we get very busy because transients start entering the San Diego area.

Sweep operations start at 1:00 a.m. in downtown area (including bus stops), Point Loma (bus stops) and the San Diego River and Mission Valley Area and, if they clear all the camps in time, they sweep early morning trains for a few hours. Captain Jackson mentioned that passengers are very pleased because transients who are sleeping on the trains (particularly Green Line) are being cleared off.

Mr. Burke mentioned that in addition, we have the Eagle team now running the Blue and Orange Lines in the evening, 7 days a week. Riders see us all the time; we are not there infrequently and that has made a huge impact because we know the people who ride the train. Most of the officers who do the details are the same and, as a result, they have developed a neighborhood relationship; riders feel comfortable enough to come up to talk to our officers when needed. He expressed that communication has been the goal (we are constantly attending neighborhood/school meetings); we want the public to know that we are not just the trolley or the bus, that's what we do, but we are part of the community.

Regarding transient camps, Mr. Burke wanted to make clear that this is not a passenger/patron issue, it is a property issue; we own the property and various agencies (City of San Diego, County of San Diego, etc.) are just working together to keep those areas clean.

Mr. Burke reiterated that the weapons board will not be presented at the Board meeting on Thursday; then he concluded his presentation.

Mr. Cunningham was pleased with Mr. Burke's presentation but asked to have percentages per new ridership numbers corrected in the respective slides. Members were also pleased with his presentation.

6. COMMITTEE MEMBER COMMENTS

Crime Classification (Robbery vs. Theft)

Mr. Minto wanted to clarify the fact that the taking of a cell phone is classified by police as

robbery, but in essence it is a grand theft from the person (unless it is taken by force of fear); it is just a snatch out of the hand. He wished he could find a way to stop doing that because it is not classified properly; robbery sounds more violent. Mr. Burke in response admitted, it is a theft.

See Something Say Something Flyers

Mr. Burke mentioned that the "If You See Something, Say Something" flyers will be posted on various locations like trains, buses and stations and emphasized that we want to really encourage people to text us whenever they see something. Mr. Minto thought that they are absolutely fantastic and he suggested that maybe the flyers could be posted in other locations by the station areas. He mentioned, for example, there are various establishments in his area like: Starbucks, Coffee Bean and other restaurants where these flyers could be posted (on their counters or on their bulletin boards) so riders/patrons can learn more about safety (as potential community outreach).

Mr. Cunningham suggested the idea of also adding an announcement to the message boards at the stations. Mr. Terry mentioned that our new next train coming signs will have full capability to exercise different messages.

Ms. Rios pointed out that, on the other hand, when you look at this, people not being in fear because something's going to happen, gives the impression that it is very safe on public transportation. We are trying to do the reverse and try to make them more fearful. I understand why we are doing this but, at the same time, most of the people are feeling safe, and that's a good thing. She understands why we need to make them more aware; and we need to help to get that message out.

Following up with Ms. Rios' comment, Mr. Minto mentioned that a certain amount of fear is good but by looking at the stats (e.g., one cell here and one cell there out of a million riders) he's not saying that we should be complacent or anything like that but he meant that saving somebody the inconvenience (at the very least) or if somebody decides not to give it up fights and perishes on scene, we should be concerned about that, but he thinks that we are doing a very good job as far as public safety goes and that should be something that we need to highlight.

Training Grants

Mr. Burke announced that we have another training grant for next year and it will be ready to be used for marathons next year; we are going to use the same template. All agencies who participated at this year's Marathon will be ready to participate at next year's event.

Employee Recognition

Mr. Minto brought up the issue about recognizing employees who do something outstanding while performing their jobs. He suggested that these employees could probably be commended at a higher level (e.g., Board meeting). Mr. Mathis and Mr. Terry brought up some stories of employees who got involved in unique/extraordinary/lifesaving events and they caught everyone's attention. MTS employees have been recognized at Board meetings appropriately. Mr. Mathis commented that was a good suggestion.

Mr. Minto also brought up the idea, if someone could talk to the establishments (Bagel/Coffee shops) that are most visited by the trolley operators and maybe ask them to

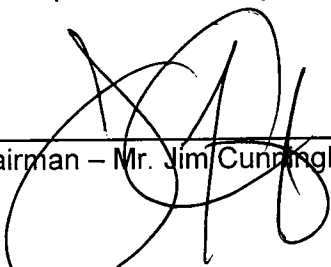
provide an opportunity to the drivers to get to the front of the line in order for them to purchase their food/drinks in a timely manner as they have to return to their duties. He mentioned this issue because he recently watched a driver stand in a long line just to get water.

7. NEXT MEETING DATE

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

8. ADJOURNMENT

At 2:15 p.m. 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: November 12, 2013

CALL TO ORDER: 1:10 p.m.

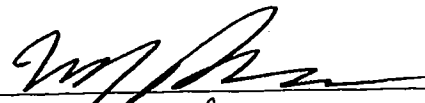
ADJOURN: 2:15 p.m.

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.

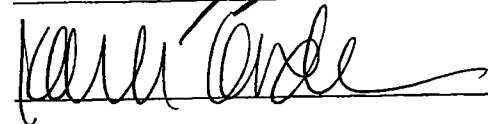
SIGNED BY ROXANA F. BAEZA:

Roxana F. Baeza

CONFIRMED BY BILL BURKE:



CONFIRMED BY OFFICE OF THE GENERAL COUNSEL:



2013 Year-End Security Report

Presented by
William Burke, Chief of Police
Transit System Security

(DRAFT)

April 8, 2014



1

Introduction

Code Compliance and Contract Security

Serve under the direction of the MTS Chief of Police



Code Compliance Inspector (Non-sworn and Unarmed)

- 35 Personnel
- Public Officers with Powers of Arrest – 836.5 P.C.



Contract Security (Armed and Unarmed)

- 170 Personnel
- Private person arrests authorized – 837 P.C.

Contract Security

- Ambassadors – Part Time – Seasonal/as needed
 - Crowd control and general passenger information



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Training

Transit Systems Security

- BSIS (Bureau of Security and Investigative Services)
- B-PAD (Behavioral Personnel Assessment Device)
- MMPI (Minnesota Multiphasic Personality Inventory)
- 16PF (Sixteen Personality Factor) Questionnaire
- Firearms Qualification Card (armed officers only)
- 170 Hours of Basic Training
- 832 P.C. Peace Officer Standards and Training (some officers)
- Defensive Tactics Course (DTAC)



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Training

Code Compliance Inspectors

- 832 P.C. Peace Officer Standards and Training (all officers)
- Right-of-Way Safety Protection Plan
- CLETS (California Law Enforcement Telecommunication System)
- Fire and Life Safety Drills
- Anti-Terrorist Intelligence Awareness
- Security Awareness
- TLO (Terrorism Liaison Officer)



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Part I Incidents – Rail

	2010	2011	2012	2013
Ridership	30,514,609	32,748,836	31,207,081	34,449,069
Homicide	0	0	0	0
Rape	0	0	2	0
Robbery	23	45	18	28
Agg. Assault	20	22	15	18
Burglary	1	0	1	1
Theft	78	79	92	114
MV Theft	25	13	21	23
Arson	1	0	0	0
Part I Incidents	148	159	149	184
Per 100,000	.49	.48	.48	.53

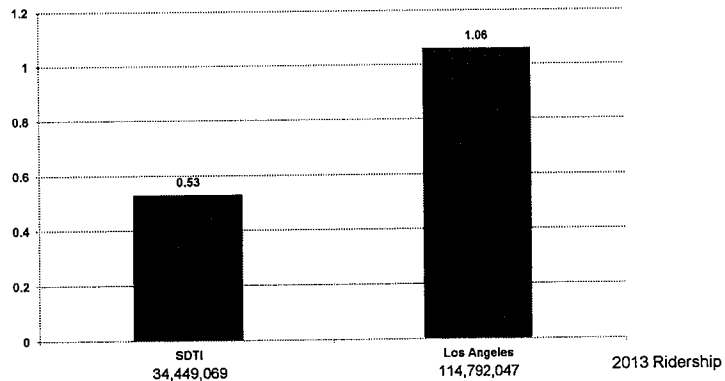


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Part I Incidents – Rail

Comparison Per 100,000 Passengers
2013



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Part II Arrests – Rail

	2010	2011	2012	2013
Ridership	30,514,609	32,748,836	31,207,081	34,449,069
Other Assaults	67	70	58	83
Vandalism	90	169	116	114
Sex Offenses	12	9	1	3
Drug Abuse	358	198	187	284
DUI	5	3	11	11
Drunkenness	270	238	132	72
Disorderly Conduct	915	1022	908	979
Trespassing	369	355	308	421
Curfew/Loitering	250	197	196	91
Total*	2,336	2,261	1,917	2,058
Arrests per 100,000 passengers	7.66	6.90	6.14	5.97

* Does not include citations for fare evasion.



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Part I Incidents – SDTC Bus

	2010	2011	2012	2013
Ridership	26,549,413	28,306,452	29,095,808	28,556,582
Homicide	0	1	0	0
Rape	0	0	0	0
Robbery	8	7	6	1
Agg. Assault	9	1	6	6
Burglary	0	0	0	0
Theft	13	15	19	10
MV Theft	0	0	1	0
Arson	0	0	0	0
Total	30	24	32	17
Per 100,000	.11	.08	.11	.06



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Part II Arrests – SDTC Bus

Ridership	2010 26,549,413	2011 28,306,452	2012 29,095,808	2013 28,556,552
Other Assaults	11	4	8	10
Vandalism	6	25	17	6
Sex Offenses	4	0	0	0
Drug Abuse	31	15	7	11
DUI	3	2	2	1
Drunkenness	59	49	22	6
Disorderly Conduct	56	94	56	47
Trespassing	1	2	2	3
Curfew/Loitering	53	78	59	131
Total*	224	269	173	215

* Does not include citations for fare evasion.



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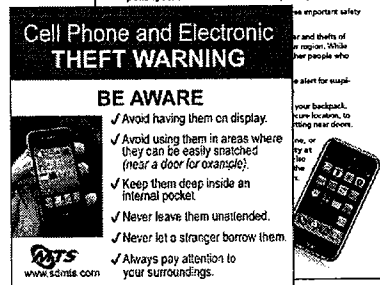
Part I Incidents – Rail

January through December 2013

Cell Phone and Electronics Thefts and Robberies (includes attempts)

40 Cell phones and electronic devices

- Account for 28% of all thefts and robberies



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Part I Incidents

Metal Thefts

- MTS officers have been addressing wire and metal thefts
- In October 2013, San Diego police asked for our assistance with metal thefts from a San Diego & Imperial Valley (SD&IV) railroad yard on MTS property
- Losses of approximately \$30,000 dollars were reported to have been incurred by a contractor and SD&IV
- Some parts were removed from a locomotive at the location
- MTS plainclothes officers worked the area and the suspect was subsequently arrested in the act of trying to steal more metal parts.

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



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Part I Incident Comparison - Rail

MTS and Los Angeles

January through December 2013

	MTS	LA Metro
Ridership	34,449,069	114,792,047
Incidents per 100,000	.53	1.06
<u>Against Persons</u>		
Homicide	0	0
Rape	0	1
Robbery	28	302
Agg. Assault	18	151
Subtotal	46	454
<u>Against Property</u>		
Burglary	1	4
Theft	114	668
MV Theft	23	90
Arson	0	4
Subtotal	138	766
Total Part I Incidents	184	1220



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Part I Incident Comparison - Bus

MTS and Los Angeles
January through December 2013

	MTS	LA Metro
Ridership	28,556,582	348,108,123
Incidents per 100,000	.06	.15
<u>Against Persons</u>		
Homicide	0	0
Rape	0	1
Robbery	1	97
Agg. Assault	6	120
Subtotal	7	218
<u>Against Property</u>		
Burglary	0	9
Theft	10	290
MV Theft	0	17
Arson	0	1
Subtotal	10	317
Total Part I Incidents	17	535



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Electronic Citations

- In 2013, MTS purchased handheld citation writing devices as a component of the eForce software program currently in development. These handheld devices also allow for collection of an electronic fingerprint.
- Citations will be printed and given to the defendant instead of a handwritten copy
- eForce will advance recordkeeping abilities and data processes.
- eForce is expected to go live in July 2014.



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Officer Body Cameras

- In 2013, MTS acquired Body Camera Recorders (BCRs) to be worn by Code Compliance Inspectors
- Other agencies are equipping their officers with cameras such as these. Those agencies are finding that, in some cases, complaints against officers have dropped by 80 percent*
- These cameras will be instrumental for litigation
- MTS is working on a video storage strategy
- Expected date of operation is July 2014



* Source – voiceofsandiego.org



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If You See Something Say Something

A passenger sent a text to the "See Something Say Something" text number to report a man creating a disturbance on an Orange Line train. The passenger texted the location and asked that officers hurry because he was scary. Officers met the train and removed the unruly passenger.

After this incident, the passenger posted the comment shown below on the MTS Facebook page.

I would like to thank trolley security for their prompt action. There was a man screaming & yelling profanity on the Orange Line. He decided to sit right next to me & continued ranting. It was pretty scary. I texted trolley security and they removed him at the next stop. Thanks for keeping commuters safe.

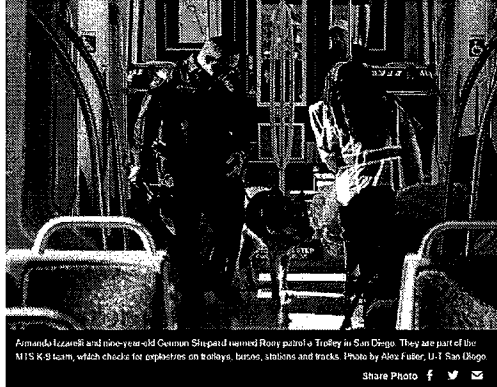
Like · Comment · 17 hours ago via mobile



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K9 Activities



From U-T Story

K9 Activity Highlights:

- There were eleven responses for suspicious devices
- MTS K9 officers were dispatched to two South Bay schools in response to bomb threats
- The K9 unit participated in a Holiday bike give-away program at Encanto Elementary school
- The Union Tribune participated in a ride-along program with the K9 unit in December, resulting in positive media coverage
- MTS K9 officers continue training to keep certifications up-to-date



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Comic-Con 2013

Suspicious Device Response

- Officers received a report of a person placing a suspicious box on the promenade adjacent to the event.
- Together, with the Department of Homeland Security, MTS officers investigated and confirmed there was no danger to the public



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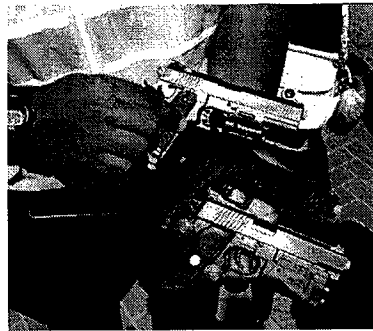


Comic-Con 2013



MTS Officers performing crowd control

MTS officers also conducted random inspections of replica weapons, carried by attendees to the event.



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San Diego State Training Drill

Earthquake Drill/Response Exercise

- MTS participated in a multi-agency earthquake drill
- Simulated earthquake at the San Diego State University station
- Fire Departments and local law enforcement personnel joined in training
- Preparation for first responders for an actual emergency.
- Positive media coverage for MTS



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Special Enforcement Unit (SEU)

Zero Tolerance Fare Inspection - Rail
January – December 2013



31 SEUs conducted at random stations

124,205 Patrons Inspected

3,319 Citations Issued

46 Written Warnings Issued

2.7% Evasion Rate



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Graffiti Tracker

Incidents Submitted by MTS
January through December 2013

Officers made arrests that resulted in other prosecution related to Graffiti Tracker cases. The highlights are:

- 1) "RIGOR" from the GSR crew is now being prosecuted for numerous cases in Graffiti Tracker.
- 2) "STUDDERS/ KRE8" was arrested by our officers. SDPD was provided with his identification and he is now being prosecuted for numerous incidents in Graffiti Tracker.



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Graffiti Tracker

Surveillance and Arrest



23



Transient Camps



Camps continue to proliferate on MTS property. Officers contact those in the camps to offer outreach services and move them along.

Officers continue to encounter a variety of weapons in those camps, such as the Airsoft pistol shown.

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

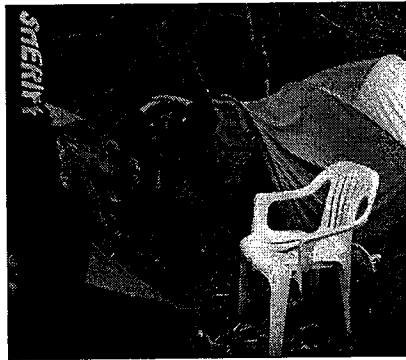


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Transient Camps

Joint Details



Over thirty camp details were performed on or about MTS property. Some of these details were performed jointly with law enforcement agencies. In the latter part of the year, these camps have become smaller, but more numerous.



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End



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