Public Security Committee Agenda

October 9, 2026

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	▶	This symbol shows you are **muted**, click this icon to unmute your microphone.
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Live Verbal Public Comments: Use the 'Raise Hand' icon every time you wish to make a public comment on an item. Raise your hand once the agenda item you wish to comment on has been called. In person public comments will be taken first, virtual attendees will be taken in the order in which they raise their hand. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting. Two-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

Public Comments Made Via Zoom

1. Click the link found at the top of this instruction page
2. Click the raise hand icon located in the bottom center of the platform
3. The Clerk will announce your name when it is your turn to speak
4. Unmute yourself to speak

Public Comments Made by Phone Only

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2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
5. Dial *6 to unmute yourself

Written Public Comments (before the meeting): Written public comments will be recorded in the public record and will be provided to MTS Board Members in advance of the meeting. Comments must be emailed or mailed to the Clerk of the Committee* by 4:00pm the day prior to the meeting.

Translation Services: Requests for translation services can be made by contacting the Clerk of the Committee* at least four working days in advance of the meeting.

In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.

Assistive Listening Devices (ALDs): ALDs are available from the Clerk of the Committee* prior to the meeting and are to be returned at the end of the meeting.

Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Committee* at least two working days prior to the meeting.

***Contact Information:** Contact the Clerk of the Committee via email at Jasiel.Estolano@sdmts.com, phone at **(619) 595-4966** or by mail at **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**

Agenda del Comité de Seguridad Pública

October 9, 2026

Haga clic en el enlace para acceder a la reunión:

https://us02web.zoom.us/j/1612827529

ID de la reunión en Zoom

Formas de Participar

Computadora: Haga clic en el enlace más arriba. Recibirá instrucciones para operar el navegador de Zoom o la aplicación de Zoom. Una vez que haya iniciado sesión en la reunión, tendrá la opción de participar usando el sistema de audio de su computadora o teléfono.

Funciones del Seminario En Línea:

Levantar la mano	▶	Use la herramienta de **levantar la mano** cada vez que desee hacer un comentario público.
CC	▶	Los participantes pueden habilitar **el subtitulado** haciendo clic en el ícono CC. También puede ver la transcripción completa y cambiar el tamaño de letra haciendo clic en “configuración de subtítulos”. Estas herramientas no están disponibles por teléfono.
	▶	Este símbolo indica que usted se encuentra en **silencio**, haga clic en este ícono para quitar el silenciador de su micrófono.
	▶	Este símbolo indica que su micrófono se encuentra **encendido**. Haga clic en este símbolo para silenciar su micrófono.
	▶	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos “pertinentes a la reunión”, ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el **Comentario público verbal** en vivo para obtener instrucciones sobre cómo hacer un comentario público.

Teléfono Inteligente o Tableta: Descargue la aplicación de Zoom y participe en la reunión haciendo clic en el enlace o usando el ID del seminario web (que se encuentra en el enlace).

Descarga en el App Store

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Teléfono:

1. Si está participando en la reunión mediante audio de su teléfono y viendo la reunión en un dispositivo, marque el número indicado en la pestaña de llamada telefónica “unirse por audio” en la ventana emergente inicial e ingrese el ID de la reunión (que se encuentra en el enlace).
2. Si está participando solo por teléfono, marque: **+1-669-900-9128** o **+1-253-215-8782** e ingrese el ID de la reunión que se encuentra en el enlace, pulse #. Tendrá acceso al audio de la reunión, **pero NO podrá ver las presentaciones en PowerPoint.**

Comentarios Públicos Verbales en Vivo: Use la herramienta “levantar la mano” cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga dos minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. (*Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.*)

Comentarios Públicos a Través de Zoom

1. Haga clic en el enlace que se encuentra en la parte superior de esta página de instrucciones
2. Haga clic en el ícono de levantar la mano en el centro inferior de la plataforma
3. El secretario anunciará su nombre cuando sea su turno de hablar
4. Desactive el silenciador para que pueda hablar

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-900-9128**
2. Ingrese el ID de la reunión en Zoom que se encuentra en el enlace y pulse #
3. Marque *9 para levantar la mano por teléfono
4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador

Comentarios Públicos por Escrito (Antes de la Reunión): Los comentarios públicos por escrito se registrarán en el registro público y se entregarán a los miembros de la Junta de MTS antes de la reunión. Los comentarios deben enviarse por correo electrónico o postal al secretario del Comité* antes de las 4:00 p.m. el día anterior a la reunión.

Servicios de Traducción: Pueden solicitarse servicios de traducción comunicándose con el secretario del Comité* por lo menos cuatro días hábiles antes de la reunión.

Participación en Persona: Los comentarios públicos en persona se escucharán primero. Después de los comentarios públicos en persona, se escuchará a los asistentes virtuales en el orden en el que levanten la mano a través de la plataforma de Zoom. El tiempo para hablar se limitará a dos minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

1. Llene la boleta para personas que desean hablar que se encuentran en la entrada de la Sala de la Junta.
2. Entregue la boleta para personas que desean hablar al personal de MTS que se encuentra sentado en la entrada de la Sala de la Junta.
3. Cuando anuncien su nombre, por favor, acérquese al podio ubicado en el lado derecho de la tarima para hacer sus comentarios públicos.

Los miembros del público pueden hacer comentarios públicos generales al inicio de la agenda o comentarios específicos que hagan referencia a los puntos de la agenda durante el periodo de comentarios públicos. Los comentarios públicos generales únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión.

Dispositivos de Asistencia Auditiva (ALD, por sus siglas en inglés): Los ALD están disponibles con el secretario del Comité* antes de la reunión y estos deberán ser devueltos al final de la reunión.

Facilidades Razonables: Según lo requerido por la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), para presentar solicitudes de información de la agenda en un formato alternativo o solicitar facilidades razonables para facilitar su participación en la reunión, por favor, comuníquese con el secretario del Comité* por lo menos dos días hábiles antes de la reunión.

***Información de Contacto:** Comuníquese con el secretario del Comité por correo electrónico en Jasiel.Estolano@sdmts.com, por teléfono al **(619) 595-4966** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**

Public Security Committee

Agenda

October 9, 2026 at 1:00 p.m.

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor Board Room, San Diego CA 92101

Teleconference Participation: (669) 254-5252; Webinar ID: 161 282 7529, https://www.zoomgov.com/j/1612827529

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	**Roll Call**	
2.	**Public Comments**	
3.	**Approval of Minutes** Action would approve the April 10, 2026 Public Security Committee Meeting Minutes.	Approve
	DISCUSSION ITEMS	
4.	**Sheriff Contract Concept- Review of Proposal to Add Dedicated Law Enforcement to MTS Transit Security & Passenger Safety Program (Karen Landers and Mike Thompson)**	Informational
5.	**Preliminary Research for Implementation of Fare Gates (Brent Boyd)**	Informational
	OTHER ITEMS	
6.	**Committee Member Communications and Other Business**	
7.	**Next Meeting Date: December 11, 2026 and 1:00 p.m.**	
8.	**Adjournment**	

Outlook

Fwd: Comments For Tomorrow / Public Safety Meeting

From W. F. <w7fontenot@gmail.com>
Date Thu 10/8/2026 2:38 PM
To Jasiel Estolano <Jasiel.Estolano@sdmts.com>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello, I tried sending this to the clerk of the board and it came back as undeliverable. Lucia suggested I send it to you, thanks, Will Fontenot.

---------- Forwarded message ---------
From: **W. F.** <w7fontenot@gmail.com>
Date: Thu, Oct 8, 2026, 14:24
Subject: Comments For Tomorrow / Public Safety Meeting
To: <ClerkoftheBoard@sdmts.com>

Hello, I d like to suggest having 2 security staff at Park and Market trolley station on all shifts and random patrols after that due to the violence and loitering on a on going basis! You have a no smoking 🚭 policy within 25 feet of the station. It's not being enforced! San Diego police could assist with this! Fights, drug deals, urinating etc goes on all the time!! I'd also like to suggest having a MTS representative attend the Central Police Captain Advisory Board every other month. I've been attending for a while and never seen anyone from MTS. Contact their community relations officers for more information. 2 officers should also be at city college and 5th avenue stops on all shifts. We need all hands on deck to fight crime in East Village and down town. I'm also a rider with MTS, thanks, Will Fontenot.

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

PUBLIC SECURITY COMMITTEE (PSC)

April 10, 2026

[Clerk's note: Except where noted, public, staff and Committee member comments are paraphrased. The full comment can be heard by reviewing the recording at the MTS website.]

1. Roll Call

Chair Montgomery Steppe called the Public Security Committee meeting to order at 1:02 p.m. A roll call sheet listing Public Security Committee member attendance is attached as Attachment A.

2. Public Comments

There were no Public Comments.

3. Approval of Minutes

Committee Member Hall moved to approve the minutes of the October 9, 2025, MTS Public Security Committee meeting. Vice Chair Dillard seconded the motion, and the vote was 6 to 0 in favor, with Committee Member Fernandez absent.

DISCUSSION ITEMS

4. Special Investigator Program Overview (Dan Brislin)

Dan Brislin, MTS Director of Transit Security and Passenger Safety, presented on the Special Investigator Program Overview. He provided details on: MTS specialized positions, special investigator, overview, primary focus: crimes against persons, citation case submissions, examples of case results, mentorship and training roles, major incident response, organizational impact, future goals, mission statement and K-9 ASKA retired.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Goble asked how cases are handled when incidents occur across multiple jurisdictions within the transit system and inquired whether cases are referred to the City Attorney with jurisdiction over the location of the incident or if another process is followed. Mr. Brislin explained that cases may be referred to either the appropriate prosecuting agency or the District Attorney, depending on the circumstances. He noted that staff are currently developing procedures in coordination with the District Attorney´s Office and are in the process of implementing those procedures. He stated that the effectiveness of the process will continue to be evaluated as it is put into practice. Committee Member Goble asked whether an incident occurring in the City of El Cajon would involve the El Cajon Police Department or a District Attorney investigator. Mr. Brislin responded that the department´s investigator would coordinate with detectives or supervisors from the jurisdiction where the incident occurred, either by transferring the

case or providing support during major incidents. He explained that the department's investigator provides guidance and operational support to the responding agency. Committee Member Goble asked whether the process would assist law enforcement agencies in identifying individuals who commit offenses across multiple jurisdictions within the transit system and help connect related cases. Mr. Brislin responded that this type of coordination is one of the primary responsibilities of Ron Bailiff, MTS Special Investigator, who works closely with Josh Ortiz, MTS Operational and Crime Data Analyst, to identify patterns of criminal activity occurring across multiple jurisdictions. He explained that an individual may commit offenses in San Diego, La Mesa, El Cajon or other jurisdictions without those agencies being aware of the related incidents and noted that the main goal is to bring agencies together, share information, and leverage MTS's unique position across multiple service areas to help identify and connect criminal activity occurring throughout the transit system. Committee Member Goble commented that an individual could commit a crime at a station within one city, ride the trolley, and commit another crime elsewhere on the system, and without communication between agencies there may not be a correlation between the incidents. Committee Member Goble stated that he hoped that was the type of coordinated approach being pursued.

Karen Landers, General Counsel, added that the effort to strengthen coordination with the District Attorney's Office and local law enforcement agencies stemmed from situations in which victims of incidents on the transit system chose not to pursue charges and explained that this created challenges for the agency, as MTS seeks to maintain a safe transit environment, support victims, and prevent similar incidents from reoccurring. Ms. Landers stated that the process began through discussions with the San Diego City Attorney's Office regarding whether legislative changes would be necessary for MTS to be recognized as a victim in cases where an individual declined to participate in prosecution. She added that through those discussions, MTS staff determined that additional legislation was not required, and that MTS could be considered a victim when criminal activity occurs on the transit system. Ms. Landers explained that MTS and prosecuting agencies have worked collaboratively to identify the documentation needed to support prosecution efforts and noted that MTS is often able to provide strong evidence, including video footage, photographs, reports, and witness statements. She expressed that as incidents occur, staff continue refining the process to ensure complete case packages can be provided to prosecuting agencies and facilitate a smooth transition for victims who may later choose to participate as witnesses. Ms. Landers noted that staff, with the support of Mr. Bailiff, have been working to formalize these procedures and create a process that can be easily followed by all parties involved. She added that MTS frequently works with the San Diego City Attorney's Office and, when necessary, the San Diego Police Department. Ms. Landers explained that other jurisdictions may have additional capacity to assist with investigations and that cases may also be referred to local law enforcement agencies and the District Attorney's Office, as appropriate. Ms. Landers further stated that MTS is committed to working collaboratively with both prosecuting agencies and local law enforcement partners and expressed hope that the agency's efforts with the San Diego City Attorney's Office will continue to develop successfully and that, in the future, MTS may be able to establish similar formal process directly with the District Attorney's Office. Ms. Landers noted that MTS faces many of the same challenges as other jurisdictions, particularly those related to limited resources within the City of San Diego.

Chair Montgomery Steppe thanked MTS staff for the presentation and noted that the topic had been discussed by the Committee over the past several years.

Committee Member Hall sought clarification regarding situations in which a victim chooses not to pursue charges and whether MTS could continue moving forward with the case and stated that this was an approach he had supported for some time. Additionally, Committee Member Hall shared that he regularly reviews incident reports and has observed numerous cases involving employees, where victims declined to press charges. He expressed support for MTS being recognized as a victim and pursuing prosecution when an individual victim chooses not to participate. Committee Member Hall asked how the agency handles situations in which an individual who has been permanently banned from the transit system is later observed riding transit. Mr. Brislin responded that the agency's current ban process is administrative in nature, whereas bans associated with criminal cases sent to the City Attorney's Office are considered criminal bans.

Committee Member Rodriguez thanked MTS staff for the presentation and stated that he found the information very insightful. He expressed his belief that, to continue increasing ridership, the agency must provide a safe transit experience and expand the system in a manner that supports families and children. Committee Member Rodriguez emphasized the importance of maintaining a safe environment for all riders and noted that he has personally observed incidents of inappropriate and lewd conduct occurring within the transit system, which he found unacceptable. He expressed that he supports efforts to enhance public safety, noting that a safe environment is essential to the continued growth and success of the public transit system.

Vice Chair Dillard thanked MTS staff for the report and stated that she was pleased to see the addition of the new positions and the enhancements made to the department under Mr. Brislin's leadership. Referring to the discussion regarding the Homeless Outreach Team (H.O.T.), Vice Chair Dillard asked whether the program receives donations of food, clothing, or other resources. Mr. Brislin shared that Cynthia Rogers, H.O.T. Code Compliance Inspector, has been a member of the team since its inception and actively seeks donations in her spare time to support outreach efforts. He commended Ms. Rogers for her dedication and described her as an engaged and outstanding employee. Vice Chair Dillard thanked staff for the information.

Chair Montgomery Steppe thanked MTS staff once again for the presentation and expressed her appreciation for the information provided. She specifically highlighted the discussion regarding incidents that occur across multiple jurisdictions and emphasized the importance of communication and coordination among law enforcement agencies to effectively address issues occurring throughout the transit system.

Action Taken

Informational item only. No action taken.

5. Proposed Revisions to Ordinance No. 2 Relating to Proof of Fare Payment by Passengers, Ordinance No. 5 Relating to the Enforcement Authorities of Designated MTS Employees, and Actions on Transit Vehicles, Transit Facilities, Trolley Stations and Bus Stops (Samantha Leslie)

Samantha Leslie, MTS Deputy General Counsel, presented on Proposed Revisions to Ordinance No. 2 Relating to Proof of Fare Payment by Passengers, Ordinance No. 5 Relating to the Enforcement Authorities of Designated MTS Employees, and Actions on Transit Vehicles, Transit Facilities, Trolley Stations and Bus Stops. She provided details on: Board Adoption Ordinances, Ordinance No. 5, assaults against MTS employees and passengers, trespassing, weapons, Ordinance No. 13, Ordinance No. 2, and staff recommendation.

Public Comment

There were no Public Comments.

Committee Comment

Chair Montgomery Steppe thanked MTS staff for the presentation and commented that the proposed amendments appeared to be primarily ordinance updates and housekeeping measures that align with the agency's ongoing efforts to modernize the system. She asked whether the proposed trespassing ordinance would require the posting of signs or whether the ordinance itself would be sufficient for enforcement purposes. Ms. Leslie responded that, in some areas of MTS right-of-way, signage is already posted indicating "No Trespassing" and explained that such signage may be used in conjunction with the ordinance when individuals enter unauthorized areas, particularly near rail facilities. Ms. Leslie noted that Mr. Brislin could provide additional clarification regarding enforcement practices and confirmed that trespass-related situations generally involve posted signage and explained that enforcement under Penal Code Section 602 is subject to different requirements and thresholds. Chair Montgomery Steppe reminded the committee that action was needed on the item.

Action Taken

Committee Member Hall moved to accept that the Public Security Committee move forward a recommendation to the MTS Board of Directors to adopt the proposed amendments to: 1) Ordinance No. 2 (An Ordinance Requiring Proof of Fare Payment by Passengers using the San Diego Trolley) (Attachment A); 2) Ordinance No. 5 (An Ordinance relating to the Enforcement Authorities of Designated MTS Employees) (Attachment B); and 3) MTS Ordinance No. 13 (An Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station or Bus Stop) (Attachment C). Vice Chair Dillard seconded the motion, and the vote was 6 to 0 in favor with Committee Member Fernandez absent.

6. Administrative Penalty Program under Public Utilities Code section 99580 for Fare Evasion and Passenger Conduct Violations (Karen Landers)

Karen Landers, MTS General Counsel, presented on Administrative Penalty Program under Public Utilities Code section 99580 for Fare Evasion and Passenger Conduct Violations. She presented on: Passenger safety & comfort and financial sustainability, passenger conduct- rules for riding, MTS's fare enforcement model: hybrid, administrative penalty program, PSC direction, draft Ordinance No. 14 (Section 99580 Penalty Program) administrative penalty, eligible violations, excluded violations, disqualifying factors, other features, estimated costs, timeline if PSC votes to proceed, and staff recommendation.

Public Comment

There were no Public Comments.

Committee Comment

Chair Montgomery Steppe asked whether MTS staff anticipated renewing the agency's current security contract. Ms. Landers responded that discussions regarding the contract were ongoing and noted that the current agreement is scheduled to expire at the end of the calendar year. Chair Montgomery Steppe commented that she views the agency's public safety efforts as a part of a broader ecosystem. She referenced the committee's previous discussions regarding violations that most significantly impact an individual's sense of safety while using the transit system. She stated that, with respect to fare evasion, much of the feedback she has received centers on fostering a culture in which all riders are expected to pay their fare and ensuring that the committee supports that objective.

Chair Montgomery Steppe also noted the committee's continued efforts to balance accountability by minimizing the long-term impacts that fines and penalties may have on individuals seeking to regain stability, such as obtaining housing or re-entering the workforce. She continued by stating that addressing these issues required distinguishing between the various types of violations and their respective impacts on the transit system. Chair Montgomery Steppe expressed that the discussion demonstrated the importance of fare payment while also recognizing that an administrative process could provide accountability without resulting in a criminal record, reserving criminal enforcement as a last resort. She also clarified that MTS would continue to have the authority to issue exclusion orders prohibiting individuals from using the transit system and that violations that are not eligible for the administrative process could still be addressed through the criminal process. She asked what occurred after the 21-day deadline expired and no response was received. Ms. Landers provided background on the current process, explaining that under the applicable statute, an individual has 21 days from the date a citation is issued to request an initial review and contest the citation and upon receiving a timely request, MTS would review the circumstances surrounding the citation, take into consideration the basis of the appeal, and then issue a written response. She further explained that while there is no set deadline for MTS to complete the initial review, staff would generally anticipate issuing a decision within approximately 10 days and if the appeal is successful, the citation would be dismissed. Ms. Landers noted that if the initial review upholds the citation, the patron will have an additional 21-days to request an administrative hearing, if no hearing is requested within that timeframe, the initial review decision becomes final.

Chair Montgomery Steppe asked whether the $75 citation amount would then become due. Ms. Landers confirmed and explained that the initial review process effectively extends the timeframe for payment of the $75 citation. She further stated that, under the current statute, individuals requesting an administrative hearing are required to prepay the citation amount before the hearing can be scheduled. Ms. Landers noted that the agency is required to adopt a policy establishing criteria for demonstrating the inability to pay and once sufficient documentation is provided, MTS may defer the required prepayment of the citation until after the administrative hearing. She added in case the appeal is denied, additional options may be made available, including community service, deferred payment, or an installment payment plan for the applicable fine.

Chair Montgomery Steppe thanked MTS staff for the presentation and stated that she had initially considered extending the appeal timeline but concluded that the existing process appeared sufficient. She recalled that discussions regarding the administrative fare enforcement program have been ongoing since 2019 and acknowledged MTS leadership for initiating the American Public Transportation Association (APTA) peer review conducted in September 2020. She noted that one of the recommendations resulting from the peer review was the implementation of an administrative fare enforcement program, along with other initiatives promoting a more inclusive and holistic approach to public safety. Chair Montgomery Steppe commended MTS staff for their responsiveness in advancing those recommendations and stated that she supports moving the proposed administrative process forward to the full Board and expressed her support for the proposed timeline. She also encouraged the committee to consider the agency's upcoming security services contract and the costs associated with implementing the program. Chair Montgomery Steppe referred to the recent budget discussions at the Executive Committee. She made mention of the agency's current financial challenges and emphasized the importance of identifying funding sources for the estimated $400,000 annual implementation cost. She concluded by stating that she supports prioritizing the administrative program and believes the proposed timeline will allow the committee to continue thoughtful discussions regarding implementation and funding.

Committee Member Hall asked how the costs associated with the proposed administrative fare enforcement program compare to the agency's current process. Ms. Landers responded that the proposed program would represent new implementation costs. She explained that the current Diversion Program generates approximately $12,000 in annual revenue, with an additional $20,000 to $40,000 received through the Court. Ms. Landers noted that this revenue would no longer be collected under the proposed model, as MTS would instead collect the administrative fines directly, which are expected to range from $75 to $125. She stated that staff's analysis reflects the new program costs after accounting for the anticipated change in revenue. Ms. Landers further explained that there would be a one-time cost of $375,000, with annual costs estimated to range between $340,000 and $500,000. Committee Member Hall asked for clarification regarding the potential revenue impact, noting that if the program remained unchanged, the agency would continue to receive approximately $20,000 to $40,000 from the Court. He asked whether implementing the proposed program would result in the agency losing approximately $460,000 in revenue. Ms. Landers clarified that the estimated impact would be approximately $460,000 plus or minus $40,000, noting that the $465,000 estimate did not include revenue that would continue to be received from the Courts. Committee Member Hall asked whether, after the third violation, the citation would be referred to the Court or if Security staff would continue to issue citations. Ms. Landers stated that, under the current draft ordinance, citations would be referred to the Court after the third citation and explained that individuals would be eligible to participate in, or choose not to participate in, the administrative penalty program for their first two citations; the third and any subsequent citations would no longer be eligible for the program and would proceed through the Court process. Committee Member Hall asked whether a patron's PRONTO card would be suspended if they failed to pay their first citation and continued using their card. Ms. Landers responded that PRONTO card suspension would not be a consequence addressed under the administrative penalty program. Committee Member Hall expressed concern that the proposed program could result in significant financial losses to the agency, estimating the impact could approach

$1 million over two years. Ms. Landers acknowledged that the program would involve additional costs. Committee Member Hall stated that he could not support the proposal.

Committee Member Goble asked whether, if a patron does not pay the fine or contest the citation within 21 days, the additional $125 collection fee would mean that the citation would be referred to a collection agency. Ms. Landers explained that, because MTS does not have the capacity to continue pursuing and collecting outstanding fines indefinitely, the agency would follow a process similar to other agencies by attempting internal collection efforts up to a certain point, including applying late fees to encourage payment. She stated that under the proposed process, if payment is not received within 90 days of the initial reminder notice, the outstanding amount would increase to a total of $125. Ms. Landers added that, as part of the program management process, the agency anticipates that a collections vendor would then assume responsibility for further collection efforts.

Ms. Cooney noted that she had connected Chair Montgomery Steppe's suggestion regarding the security contract with the possibility of exploring a turnkey third-party operation. She explained that the agency could consider whether this type of service could be incorporated as an option within the security contract. Ms. Cooney stated that these options would require further development and were not fully developed for the current meeting and added that one potential approach could be to delegate administration of the program to a third party, thereby removing those responsibilities from the agency.

Committee Member Goble explained that his concern was related to the potential unintended consequences of referring unpaid citations to a collection agency. He noted that an individual's unpaid balance could potentially follow them if the collection agency reports the delinquency to credit bureaus, which could impact their ability to obtain housing, such as renting an apartment, or securing financing, such as a vehicle loan. Committee Member Goble stated that he was seeking clarification on the potential impact of sending unpaid fines to an outside collection agency and whether defaults would be reported to the credit agencies. He noted he had raised this concern in October and asked whether any additional research had been conducted on this matter. Ms. Cooney stated that the intent of the collection process would be to encourage payment of outstanding fines. Committee Member Goble acknowledged the purpose of the process but emphasized that his concern was focused on Chair Montgomery Steppe point regarding the potential long-term impact on individuals if the debt was reported or followed them over time. Ms. Cooney clarified that the process would not involve a criminal component. Committee Member Goble agreed but noted that an unpaid collection item could still create challenges for individuals when applying for credit or other financial services.

Chair Montgomery Steppe stated that she would prefer an individual to have a collection item that could be disputed or resolved by providing proof of payment, rather than having criminal conviction that could follow them in a different way and carry additional stigma. She acknowledged that there would still be consequences but emphasized that the distinction lies in the type and severity of those consequences. Chair Montgomery Steppe stated that Committee Member Goble's concern was well taken.

Committee Member Goble asked for clarification regarding whether the proposed provision would apply to three fare evasion violations specifically or to any combination

of violations listed in the ordinance. Ms. Landers noted that the Committee and Board have discretion to determine whether eligibility for the administrative program would end after any two violations followed by a third violation of any type, or whether the violations would need to be the same type of offense. Committee Member Goble provided an example, asking whether a patron who received citations for two different violations (fare evasion and eating in a prohibited area) and later received another fare evasion citation would be considered to have reached the threshold for ineligibility, or whether the violations would need to be identical. Ms. Landers clarified that under the current draft ordinance, the provision would apply specifically to repeated fare evasion violations; she explained that if a patron received a fare evasion citation, a citation for another violation, and then a second fare evasion citation, they would still be eligible to participate in the administrative program for the second fare evasion violation. She added, if the patron later received a third fare evasion citation, they would no longer be eligible for the administrative program.

Ms. Cooney added that many individuals may receive multiple citations for different types of violations occurring at the same time, and the intent of the provision is to address repeat offenders of the same violation rather than unrelated offenses. Committee Member Goble stated that the clarification was helpful and asked if in the current citation process, specifically what occurs when an individual cannot be identified and a citation cannot be issued. Ms. Landers explained that a challenge with the current citation process is accurately identifying individuals, as some citations involve incorrect or incomplete identifying information. She noted that if a citation cannot be linked to a specific individual, it may ultimately be dismissed during the administrative or Court process. Ms. Landers added that new electronic citation software could improve identification and tracking capabilities, but issues such as similar names and discrepancies in personal information would continue to require reconciliation.

Committee Member Goble asked whether a significant component of the proposed program cost was the ability to track an individual's citation history. Ms. Landers confirmed that while citations are entered into the Automated Regional Justice Information System (ARJIS), additional review is often needed to determine whether multiple citations belong to the same individual. Committee Member Goble noted that the proposed program would provide real-time access to citation history, allowing staff to determine whether an individual is receiving a first, second or subsequent violation. He questioned the value of the program in relation to its projected cost, noting that the program would primarily apply to the first two violations, as subsequent violations would proceed through the Court process. Committee Member Goble referenced the estimated citation volume of 1,000 to 2,000 citations per month and compared the projected annual program cost of $340,000 to $465,000 with the current citation related revenue of approximately $20,000 to $40,000. He expressed concern regarding the cost-effectiveness of the program, noting that the estimated cost per citation appeared high and questioned whether alternative approaches could achieve the same objective at a lower cost. Committee Member Goble noted that the primary function of the proposed program is the ability to track repeat offenders, noting that the agency currently lacks the ability to consistently monitor how frequently an individual may be misusing the system. He explained that individuals may receive a waiver for their first violation, making the program primarily applicable to a second violation, as subsequent violations would proceed through the Court process. He expressed concern regarding the financial impact of implementing the program, particularly given the agency's current budget

challenges and questioned whether the cost of approximately $350,000 to $465,000 annually could be justified for the purpose of tracking frequent offenders, especially if individuals could choose not to pay the administrative penalty without significant consequences. Committee Member Goble concluded that the projected costs would accumulate over time and questioned the effectiveness of the program if individuals ultimately chose to disregard the $125 penalty and requested additional clarification on the value and intended outcomes of the proposed program.

Chair Montgomery Steppe acknowledged Committee members' concerns and explained that the option to simply allow individuals to pay the fare had previously been removed by the Board and stated that the intent behind the proposed approach is to establish accountability and create a consequence for individuals who do not pay or otherwise resolve their citation. She clarified that while the administrative enforcement model would include consequences for nonpayment, the intent is to avoid creating a criminal consequence that could have more significant and long-lasting impacts on an individual. Chair Montgomery Steppe noted that financial collections can be disputed or resolved, whereas a criminal conviction carries a different level of stigma and difficulty to address. She stated that the proposed program would also provide the agency with the ability to collect and analyze data regarding citation patterns and individual violations, rather than having limited visibility once citations are referred outside the agency. Chair Montgomery Steppe expressed that improved data collection could help the agency better understand system usage and identify trends and recognized the financial concerns raised by Committee Members and stated that the decision ultimately represents a broader values discussion. She explained that, in her view, there can be costs associated with creating a system that is more equitable and fair for the public and emphasized that her support for the program is based on the belief that the consequences for violations should be proportional and appropriate to the type of violation. Chair Montgomery Steppe added that over time, the agency has increasingly distinguished between fare compliance issues and other types of misconduct, noting that this distinction was less defined when she first joined the Board. She stated that the proposed program reflects the principle that enforcement measures should align with the nature of the violation and acknowledged that Committee Members may view the issue differently based on their responsibilities and priorities but reiterated that her support for the program is grounded in this broader values perspective.

Committee Member Goble expressed concern that the proposed program would require a third violation to proceed to Court, noting that the current Diversion Program allows individuals to resolve multiple violations through alternatives such as payment or community service without creating a criminal record. He stated that removing these options for subsequent violations could result in unintended consequences and may discourage individuals from taking responsibility through alternative resolutions.

Chair Montgomery Steppe acknowledged the concern and noted that the proposed administrative model would continue to provide resolution options, although they may differ from the existing Diversion Program. She stated that she was open to considering amendments to address the concern, including reconsidering the requirement for a third citation to proceed to Court.

Committee Member Goble stated that the lack of continued alternatives after a third citation was a primary reason he could not support the proposed program.

Committee Member Hall expressed similar concerns, noting that the process could create both criminal and financial consequences for individuals.

Committee Member Foster asked whether, if the item was approved by the Committee, if it would proceed to the Board for further discussion and provide an opportunity to consider potential modifications, including changes to the provision requiring a third violation to proceed to Court. Ms. Landers responded that due to the anticipated size of the May Board agenda, staff were targeting a June or July Board meeting for consideration if directed by the Committee. Committee Member Foster seconded the motion, stating that doing so would allow the discussion to continue at the Board level. Ms. Landers requested discretion to make non-substantive edits to the draft ordinance prior to Board consideration to improve clarity.

Chair Montgomery Steppe indicated her support for that request.

Committee Member Hall recommended to MTS staff that the Board presentation includes a comparison of the projected annual program costs and current citation-related revenue over a multi-year period.

Committee Member Foster also requested additional comparative information, including benchmarking a summary of the proposed program and the existing Diversion Program, to help address concerns raised during the discussion. Ms. Landers agreed to prepare additional presentation materials.

Chair Montgomery Steppe requested that staff also evaluate potential collection services through the security contract and include information on related security contract costs. She reiterated her strong support for the proposed administrative process while acknowledging that several policy and financial considerations remain to be evaluated before Board consideration.

Vice Chair Dillard stated that the projected financial impacts of the proposed program may not fully account for the potential deterrent effect of administrative enforcement. She suggested that if implemented, the program could encourage greater fare compliance by discouraging fare evasion, which could result in increased fare revenue over time and noted that this potential benefit should be considered as part of the overall evaluation of the program.

Committee Member Hall reiterated his request for comparative information, including a side-by-side comparison of the proposed administrative program and the existing Diversion Program.

Committee Member Goble requested historical data presented at a previous meeting regarding participation in the Diversion Program, including the number of participants who completed Diversion, paid the $25 administrative fee, or did not resolve their citations, to provide additional context for the Board’s consideration.

Chair Montgomery Steppe acknowledged the requests for additional information and noted that staff would have additional time to prepare the requested materials before the item is presented to the Board. She thanked the Committee for the discussion, and with no further comments, called a vote on the motion.

Action Taken

Chair Montgomery Steppe moved to consider forwarding the recommendation to the San Diego Metropolitan Transit System (MTS) Board of Directors to adopt proposed Ordinance No. 14 Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580. Committee Member Foster seconded the motion, and the vote was 4 in favor (Committee Member Foster, Committee Member Rodriguez, Chair Montgomery Steppe, and Vice Chair Dillard) to 2 opposed (Committee Member Hall and Committee Member Goble) and Committee Member Fernandez absent.

OTHER ITEMS

7. Committee Member Communications

There was no Committee Member Communications and Other Business discussion.

8. Next Meeting Date

The next Public Security Committee meeting is scheduled for July 10, 2026, at 1:00 p.m.

*Clerk's note: this meeting was subsequently cancelled. The next meeting will be held on October 9, 2026, at 1:00pm.

9. Adjournment

Chair Montgomery Steppe adjourned the meeting at 2:32 p.m.

/S/ Monica Montgomery Steppe	/S/ Jasiel Estolano
Chairperson	Committee Clerk
San Diego Metropolitan Transit System	San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PUBLIC SECURITY COMMITTEE MEETING

ROLL CALL

MEETING OF (DATE): April 10, 2026 CALL TO ORDER (TIME): 1:02 pm

ADJOURN: 2:32 pm

REPRESENTING	BOARD MEMBER	ALTERNATE	PRESENT (time arrived)	ABSENT (time left)
Chair	Montgomery Steppe ☒	no alternate	1:02 pm	2:32 pm
Vice Chair	Dillard ☒	no alternate	1:02 pm	2:32 pm
Committee Representative	Fernandez ☐	no alternate	ABSENT	ABSENT
Committee Representative	Foster ☒	no alternate	1:02 pm	2:32 pm
Committee Representative	Goble ☒	no alternate	1:02 pm	2:32 pm
Committee Representative	Hall ☒	no alternate	1:02 pm	2:32 pm
Committee Representative	Rodriguez ☒	no alternate	1:02 pm	2:32 pm

COMMITTEE CLERK: /S/ Jasiel Estolano

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PUBLIC SECURITY COMMITTEE (PSC)

October 9, 2026

SUBJECT:

Sheriff Contract Concept – Review of Proposal to Add Dedicated Law Enforcement to MTS Transit Security & Passenger Safety Program (Karen Landers and Mike Thompson)

INFORMATIONAL ONLY

Budget Impact

None with this item.

DISCUSSION:

MTS's current Security Services contract with Inter-Con will expire on December 31, 2027, and a new competitive procurement process will begin in the coming months. In preparation for that solicitation, staff evaluated broader security and safety strategies for the agency, including the potential for a blend of contracted security personnel, MTS Code Compliance Inspectors, and sworn law enforcement services. Staff will provide a presentation on the concept evaluated: contracting with the Sheriff's Department to supplement MTS's Transit Security & Passenger Safety Program with a contingent of dedicated sworn officers.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.

Metropolitan Transit System

Item No. 4, 10/9/2026

Sheriff Contract Concept

Review of Proposal to Add Dedicated Law Enforcement to MTS Transit Security & Passenger Safety Program

MTS Transit Security & Passenger Safety Program

Transit Rules and Fare Enforcement achieved by:

- <u>MTS Employees</u>
  - Code Compliance Inspectors – 90 CCIs (83 current), 21 Supervisors
  - Public Officers with power of arrest/citation under Penal Code 836.5 & MTS Ordinance No. 5
  - NOT a PEACE OFFICER
- <u>Contract Security Officers (Inter-Con Contract)</u>
  - Transit Security Officers (TSO)
  - 215 Officers/Supervisors (127 unarmed; 88 armed)
  - Citizens arrest powers only – Penal Code 837
  - NOT a PEACE OFFICER

Inter-Con Security Contract

- Contract Awarded July 30, 2021 (AI 30)
- 5-Year Contract: January 1, 2022 through December 31, 2026
- 1-Year Extension approved September 17, 2026 (AI 24)
  - →Extends contract through December 31, 2027
  - →Allows time to review scope of work and conduct competitive solicitation for new contract
- $16.6M per year cost (CY 2027)
  - →215 Officers/Supervisors

In-House Security Costs

- $9.9M per year costs
  - →FY 2027 Budget
  - →139 FTEs for administrative and code compliance staff:
    - 90 CCIs
    - 3 Canine Handlers
    - 21 CCI Supervisors
    - 12 Dispatch
    - 12 Administration

Overview of MTS Program

- Teams of CCI/TSO assigned certain trolley routes to *patrol and conduct fare enforcement checks*
- TSOs *posted to specific trolley stations* during certain hours
- *Bus Enforcement Support Team* – responds to bus incidents as needed
- *Encampment Details* (with other staff for clean up activities)
- *Homeless Outreach Team*
- *Special Enforcement Detail* activities (at designated stations with applicable local law enforcement support)
- *Special Investigator* who works with passengers, employees, and law enforcement to investigate incidents on MTS system and present for prosecution etc.
  - →Primarily rely on local law enforcement agencies to respond to more serious crimes, make arrests, investigate, and refer for prosecution
  - →MTS DOES NOT EMPLOY OR CONTRACT FOR A DEDICATED PEACE OFFICER CONTINGENT

Law Enforcement Collaboration

Response to Crimes = by local law enforcement agency

Law Enforcement On Transit Systems

- A review of major U.S. transit agencies and their current law-enforcement structures determined that MTS is the largest U.S. transit agency operating without either:
  - in-house sworn law-enforcement personnel;
  - a contract for dedicated sworn law-enforcement services; or
  - a current MOU providing dedicated sworn law-enforcement personnel for routine transit policing.
- MTS previously had grant funding for a Joint Agency Task Force that funded officers from the local law enforcement agencies for an MTS-focused team.
  - Grant funding expired in 2017; Task Force continued (funded by SDPD and Sheriff) until 2020 when it was cancelled because of Law Enforcement staff shortages.

Top 25 Transit Agencies – Comparison

Rank	Agency	Metro Area	LE Model	Primary Sworn LE Arrangement	Dedicated Sworn LE
1	MTA New York City Transit	New York	Dedicated outside LE	NYPD Transit Bureau	Yes
2	LA Metro	Los Angeles	Contract / transition	LAPD / LASD; transition to Metro DPS	Yes
3	Chicago Transit Authority	Chicago	Agreement / dedicated LE	Chicago PD Public Transportation Section	Yes
4	WMATA	Washington, DC	In-house	Metro Transit Police Department	Yes
5	MBTA	Boston	In-house	MBTA Transit Police	Yes
6	New Jersey Transit	New Jersey	In-house	NJ Transit Police Department	Yes
7	SEPTA	Philadelphia	In-house	SEPTA Transit Police	Yes
8	San Francisco MUNI / SFMTA	San Francisco	MOU / dedicated outside LE	San Francisco PD transit/Muni assignment	Yes
9	MTA Bus Company	New York	Dedicated outside LE	NYPD	Yes
10	Long Island Rail Road	New York	Parent-agency police	MTA Police Department	Yes
11	King County Metro	Seattle	Contract	King County Sheriff's Office / Metro Transit Police	Yes
12	Miami-Dade Transit	Miami	Dedicated county LE	Miami-Dade Sheriff's Office	Yes
13	Metropolitan Transit System	San Diego	No dedicated sworn LE	Public Officers + contracted private security	No
14	Houston METRO	Houston	In-house	METRO Police Department	Yes
15	Metro-North Railroad	New York	Parent-agency police	MTA Police Department	Yes
16	Maryland MTA	Baltimore	In-house	MTA Police Force	Yes
17	TriMet	Portland	IGA / regional transit police	Regional law-enforcement agencies	Yes
18	MARTA	Atlanta	In-house	MARTA Police Department	Yes
19	PATH	New York / New Jersey	Parent-agency police	Port Authority Police Department	Yes
20	Denver RTD	Denver	In-house + contracts	RTD Transit Police + contracted support	Yes
21	BART	San Francisco Bay Area	In-house	BART Police Department	Yes
22	RTC Southern Nevada	Las Vegas	No dedicated sworn LE identified*	Contracted private security + local LE partnerships	No*
23	DART	Dallas	In-house	DART Police Department	Yes
24	Metro Transit	Minneapolis-St. Paul	In-house	Metro Transit Police Department	Yes
25	Sound Transit	Seattle	Contract	King County Sheriff's Office / Sound Transit Police	Yes

Sources: *FTA National Transit Database (NTD); APTA Public Transportation Ridership Report; San Diego MTS; official transit-agency and law-enforcement agency sources. Law-enforcement models verified through publicly available agency records.*

How Would MTS Benefit from a Dedicated Law Enforcement Contingent?

- **MTS CCIs do not have authority to make arrests for serious crimes / do not transport to local jail**
- **Slow/No response from law enforcement at certain times**
  - Victims decide not to press charges because they cannot wait for police to arrive
  - MTS has to release suspects because of limits on authority to detain

  → *Special Investigator position created to help counteract this by investigating after the fact and following up with victims and law enforcement to pursue prosecution*

California Penal Code 836 — Peace Officer

- Provides **warrantless arrest authority** to peace officers.
- Allows arrests when there is **probable cause** to believe a person committed certain offenses.
- Applies to **felonies and specified misdemeanors** under California law.
- Peace officers may arrest **without a warrant** when statutory requirements are met.
- Authority is broader than **PC 836.5**, which applies to designated public officers.

Crimes Against Persons:

Arrest Powers

INCIDENT	LAW ENFORCEMENT	MTS
Assaults - Patrons	✓	**Witnessed**
Assaults - MTS Staff	✓	**Partial**
Aggravated Assaults - Patrons	✓	**X**
Aggravated Assaults - MTS Staff	✓	**X**
Homicide	✓	**X**
Kidnapping/Abduction	✓	**X**
Robbery	✓	**X**
Sexual Assault/Battery	✓	**X**
Indecent Exposure	✓	**Witnessed**
Lewd Act	✓	**Witnessed**

Crimes Against Property:

Arrest Powers

INCIDENT	LAW ENFORCEMENT	MTS
Arson	✓	X
Burglary	✓	X
Vandalism (MTS Property)	✓	**Witnessed / Misdemeanor**
Theft	✓	X
Motor Vehicle Theft	✓	X

Crimes Against Society:

INCIDENT	LAW ENFORCEMENT	MTS
Drug/Narcotics	✓	X
Weapon Law Violations	✓	X

San Diego County Sheriff's Office – North County Transit District Contract

- 1 Sergeant, 10 Deputy Sheriffs, 1 Office Asst.
- 5-Year Contract - $22.5 Million ($4.5 Million/Year average)
- Provides Supplemental Law Enforcement
- Does not replace jurisdictional responsibility for law enforcement services.

San Diego Sheriff's Office – Potential MTS Contract

- 1 Sergeant and 5 Deputy Sheriffs

Year 1 – $3,000,000

Year 2 – $2,530,000

Year 3 – $2,650,000

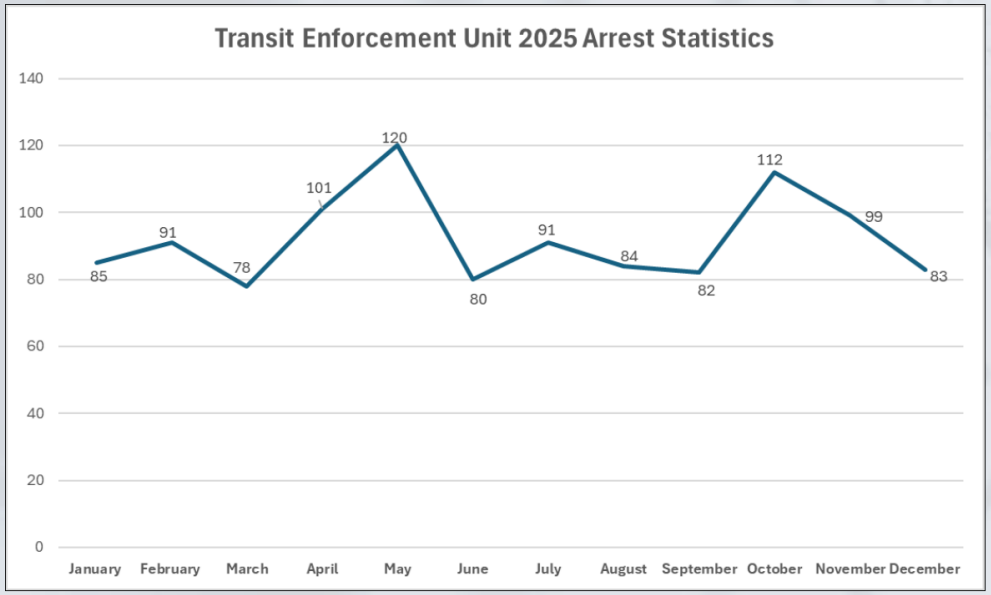
San Diego Sheriff's Office – NCTD Contract

1046 arrests (2025)

Averages:

- 87 per month
- 95 per deputy
- 8 per deputy per month
- 62% of arrests = cite & release

2025 TEU Arrest Stats



Transit Enforcement Unit 2025 Arrestee Charges	
Charge Description	**Count**
MISD CITE AND RELEASE ON ACTIVE WARRANT (M)	645
POSS CONTROLLED SUBS PARAPHERNALIA (M)	65
MISDEMEANOR OTHER AGENCY'S WARRANT	55
FELONY OTHER AGENCY'S WARRANT	47
POSS CONTROLLED SUBS PARAPHERNALIA	36
MISDEMEANOR BENCH WARRANT (OUR AGENCY)	32
POSS NARCOTIC CONTROLLED SUBS (M)	27
POSSESS CONTROLLED SUBSTANCE (M)	27
FELONY BENCH WARRANT (OUR AGENCY)	25
VIOLATION PAROLE:FELONY	16
POSS NARCOTIC CONTROLLED SUBS	15
PROBATION VIOLATION:REARREST/REVOKE	13
POSSESS CONTROLLED SUBSTANCE	13
PRCS VIOLATION	12
DISORD CONDUCT:ALC (M)	5
USE/UNDER INFL OF CONTROLLED SUBS (M)	5
TREATMENT-MANDATED FELONY HARD DRUGS W/2 OR MORE PRIOR CONVICTIONS (F)	4
OBSTRUCT/RESIST PEACE OFCR/EMER MED TECH (M)	4

Charge descriptions with counts less than 4 are not included

What would we gain by adding Sheriff Deputies?

- Additional Law Enforcement Expertise
- More attention & action in response to violent crime and drug activity
- Act as a deterrent for embedded criminal behavior on the system
- Respond when SDPD in unable
- Provide law enforcement services across every city in MTS jurisdiction.

Is there a Cost Neutral Way to Incorporate Sheriff Contract into Budget?

- Would require reduction of TSOs under Inter-Con contract
- (20% Reduction)
- Lose 18 TSOs in exchange for 6 Peace Officers

	Inter-Con Deployment - Current		
	Sergeants	Officers	Dispatcher
Day Shift	3	46	
Night Shift	3	36	
Night Owl	1	11	1
Total	7	93	1
	Inter-Con Deployment - Reduction		
	Sergeants	Officers	Dispatcher
Day Shift	3	37	
Night Shift	3	29	
Night Owl	1	9	1
Total	7	75	1
Total Reduction:		18	

What would we lose on day-to-day basis with 18 less TSOs? *(sample deployment changes)*

- Fewer train teams (CCI paired with a TSO)
- No Green Line mobile TSO unit (which will impact response times on the Green Line)
  - Night timed coverage: lose at least 7 train team pairings with CCI's and 1 Green Line mobile TSO to respond to issues
- Loss of station coverage at Nobel, Grossmont, and OTTC bus loop → could be more stations
- Overnight coverage would lose 2 TSO mobile units
- Would rise to 19-20 less TSOs on fully staffed days (Wednesday)

Unknowns/Concerns

- How available would Deputies be to respond to multiple incidents each day
  - Arrests and bookings take time; could leave system unattended for long periods each day
- Unlikely Deputies would be assigned to stationary positions, so stations/posts previously covered by TSOs would go uncovered
  - Feedback from riders is that increased Security presence since 2023/2024 makes them feel safer; has resulted in lower crime rates
  - Deputies would fill different roles than TSOs or CCIs
- Current system has been effective in improving day-to-day conditions and safety

Conclusion

- DO NOT RECOMMEND reducing TSO counts in order to replace with law enforcement
- **Sheriff Concept = good IN ADDITION to current program, not as a replacement**
  - Put proposal together so it is ready if funding is identified to ADD to the current MTS Security & Safety Program
  - Seek grant funding or incorporate into future funding measure
  - Test it for 1-2 years (if funding identified) before making long term commitments or otherwise changing other aspects of MTS program

Next Steps

- Conduct Competitive Solicitation for next Security Services Contract:

Milestone	Timeline
Finalize Scope & Prepare RFP	1-2 Months
Security Firm Responses Prepared	2-3 Months
Evaluation, Interviews & Negotiation	3-4 Months
Public Security & Board Approval	Target Sept. 2027
Contract Execution	Target Oct. 2027

- Anticipate only minor tweaks to the scope of work at this time
  - Are there specific areas that the Public Security Committee recommends MTS review or look closer at?
  - Should we do a workshop going over the scope of work in more detail at the next Public Security Committee meeting?

Questions/Comments

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PUBLIC SECURITY COMMITTEE (PSC)

October 9, 2026

SUBJECT:

Preliminary Research for Implementation of Fare Gates (Brent Boyd)

INFORMATIONAL ONLY

Budget Impact

None with this item.

DISCUSSION:

This presentation provides a preliminary overview of the feasibility, benefits, costs, and operational considerations of implementing fare gates or other forms of controlled station access throughout the MTS Trolley system. The analysis includes review of existing fare enforcement practices, peer agency experiences, station design challenges unique to MTS, conceptual alternatives, and potential next steps.

The Trolley currently operates a proof-of-payment fare system, which includes periodic enforcement operations where passengers are checked for valid fares. Roughly 10% of passengers have their fares inspected and it is estimated that MTS's fare evasion rates vary between 23% and 34%, resulting in approximately $11.0-$14.6 million in annual lost fare revenue.

Fare gates (or other aspects of a closed system) can improve revenue recovery, produce a positive return on investment, enhance security, and improve public trust, particularly when combined with other security efforts.

However, fare gates are generally more straightforward and effective to implement in heavy rail stations that were designed with fare gates in mind. MTS's Trolley station designs create implementation challenges due to its mostly at-grade, open platform, and low-floor design.

As part of the presentation, MTS staff will detail the types of Trolley stations throughout the 64-station network and identify challenges and operational considerations.

The presentation will also include a summary of fare gate improvement or implementation projects throughout North America, with one section focused on heavy rail and another section focused on similar light rail agencies.

Based on the peer review and evaluation of the Trolley station types, MTS staff developed three preliminary concepts to discuss with the Public Security Committee:

- Fully closed stations, with substantial fencing, gates, fare gate shelters, and controlled access points around entire stations;
- Partially closed stations, with fare gates combined with anti-trespassing panels designed to discourage rail-side entry and
- Enhanced fare paid zones, with upgraded signage, pavement markings, and other visual delineations of fare-paid areas, without fully closing stations.

Very preliminary systemwide estimates range from approximately $5.5 million for enhanced signage and striping to roughly $160 million for a fully enclosed station system, excluding additional staffing needs for security, maintenance, facilities, IT, fare collection systems, and customer service support. However, these costs are very rough estimates and further study would be required.

Fare gates are an increasingly important topic across North American transit systems and can increase revenue, improve safety perceptions, and strengthen public confidence. However, MTS faces unusual implementation challenges because of its predominantly open, at-grade station design. As a result, a one-size-fits-all solution may not be appropriate and a combination of treatments at different station types could be implemented.

Staff will be looking for direction from the Public Security Committee to determine next steps.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Metropolitan Transit System

Item No. 5, 10/9/2026

Fare Gates

Public Security Committee

Outline

- Summary of current MTS fare enforcement
- Benefits of a closed system
- MTS Station Design / Types of MTS stations
- Review of peer agency efforts
- Considerations of a closed system at MTS
- Exploratory concepts and estimated costs of a closed system at MTS
- Next steps

Summary of current MTS fare enforcement

- Proof of payment
  - 14 code compliance inspectors present during day shift (compared to 39 peak trains; 64 stations)
    - Accompanied by security personnel
  - Monthly special enforcement details where all fares are checked
  - 10 percent of fares checked
- Penalty for No Fare
  - Participate in Diversion Program; or citation sent to Court
- FY26: estimated 23% to 34% percent fare evasion rate
- FY26: estimated $11.0-14.6 million fare revenue lost annually
- Most peer agencies have similar enforcement procedures

Benefits of a Closed System

- Can **increase fare revenue:**
  - BART estimated $10 million increase due to improved fare gates.[1]
- Can **result in positive return on investment:**
  - Examples of positive ROI over several years.
- Can help **decrease crime**:
  - LA Metro estimated that incidents related to security concerns, vandalism/graffiti and cleanliness complaints declined by 69% at stations with new gates.[2]
- Can **improve public trust:**
  - Visible security infrastructure can improve the rider perception of safety, helping to restore and grow choice ridership.
- Note that most agencies implemented fare gate improvements alongside other security enhancements.

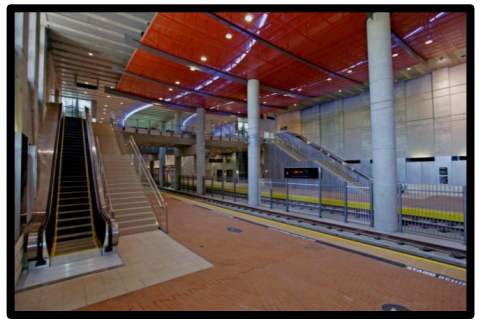
[1] https://www.bart.gov/about/projects/fare-gate
[2] https://www.metro.net/about/media-relations/metro-public-safety-strategy-delivers-measurable-results-in-2025/

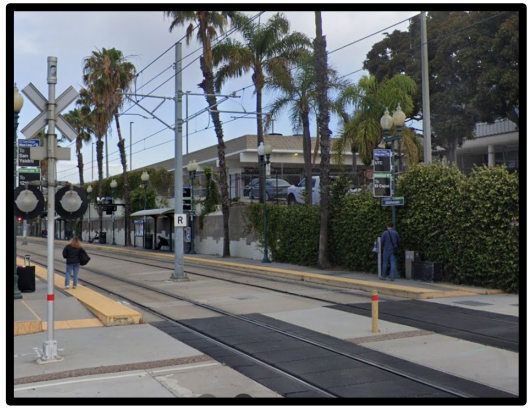
MTS Station Design

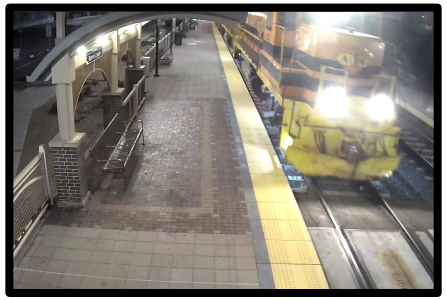
- Mostly at-grade stations (some elevated, subway)
- Low-floor vehicles / platforms
- Ticket vending machines on platforms
- Open platforms with access to local businesses, pedestrian environments and bus/parking access
- Inability to close off trackway on street

Types of stations

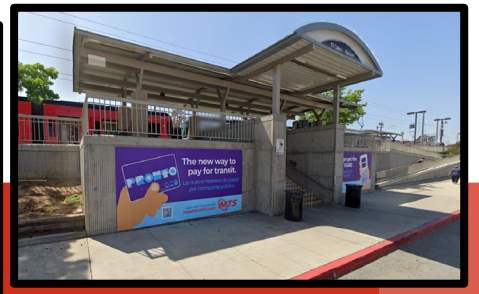
- Underground (1)
- Aerial (9)
- At-grade (54)
  - Transit centers: bus adjacent (14)
  - Transit centers: above buses/parking (3)
  - Downtown/pedestrian environments (5)
  - Businesses along platform (2)
  - Channelized entry (11)
  - Center running (1)
  - “Standard” (18)





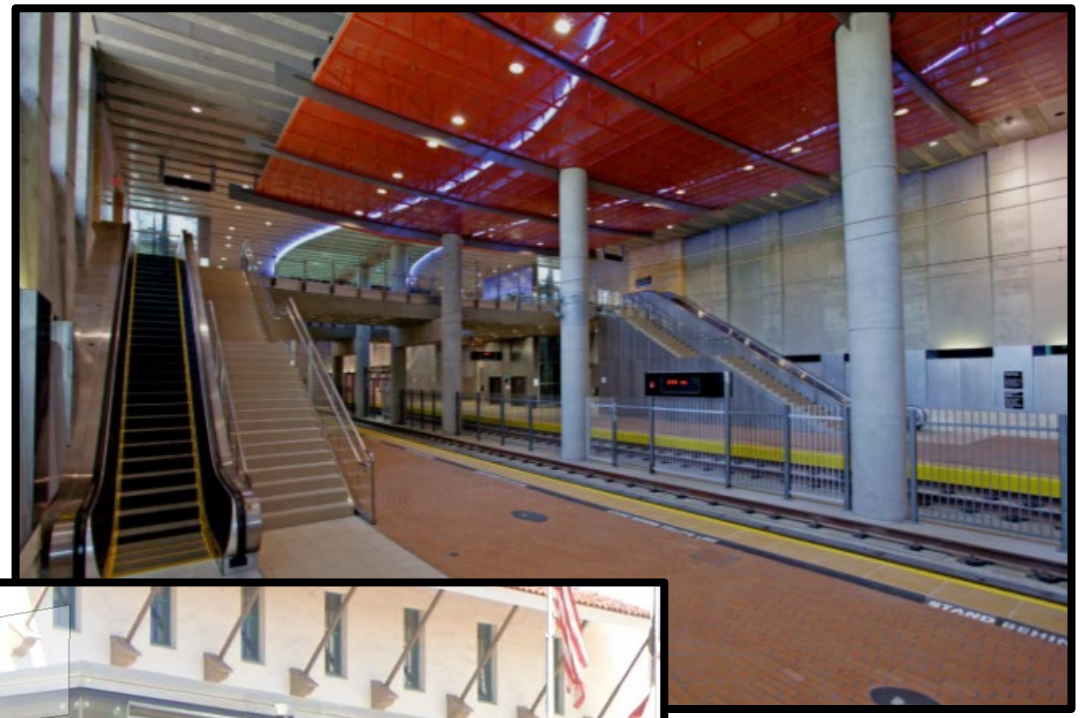


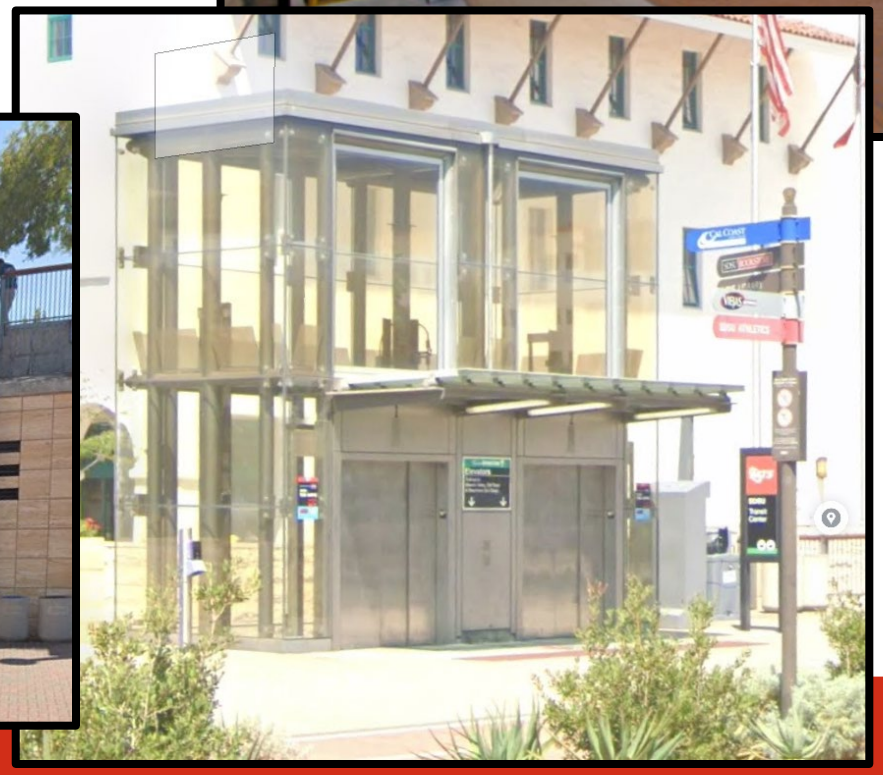
- 23 stations also served by freight rail



Underground

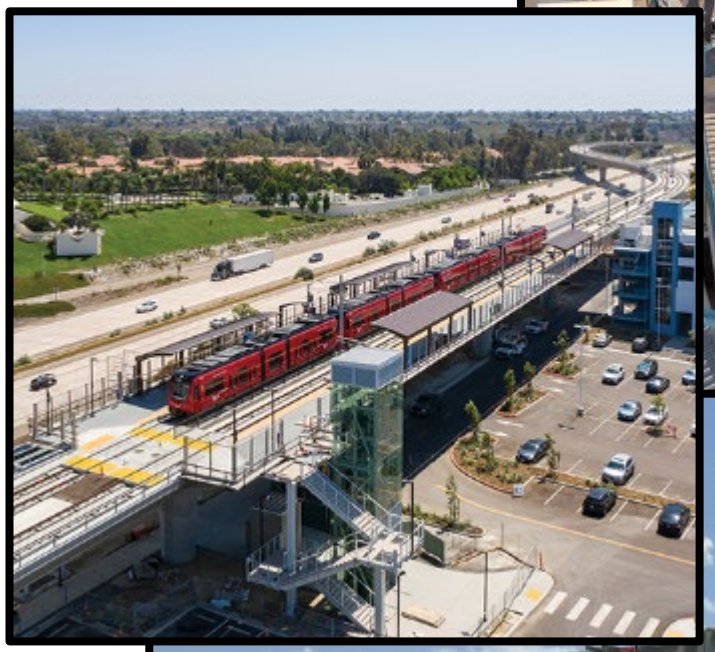
- **Attributes:**
  - Accessed by elevators and dedicated entryway
- **Stations (1):**
  - San Diego State University





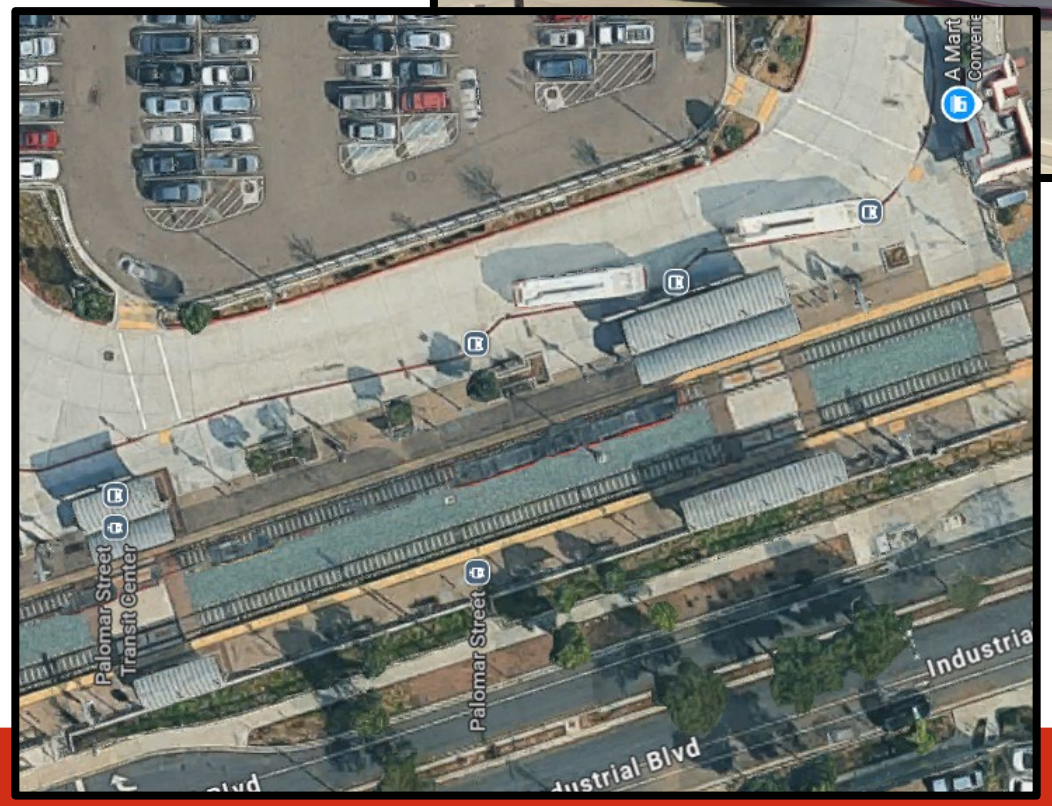
Aerial

- **Attributes:**
  - Accessed by elevators, stairwells, or pedestrian ramps/bridges
- **Stations (9):**
  - UTC
  - Executive Drive
  - UCSD Health
  - UCSD Central Campus
  - Nobel Drive
  - Fashion Valley
  - Stadium
  - Mission San Diego
  - Grantville



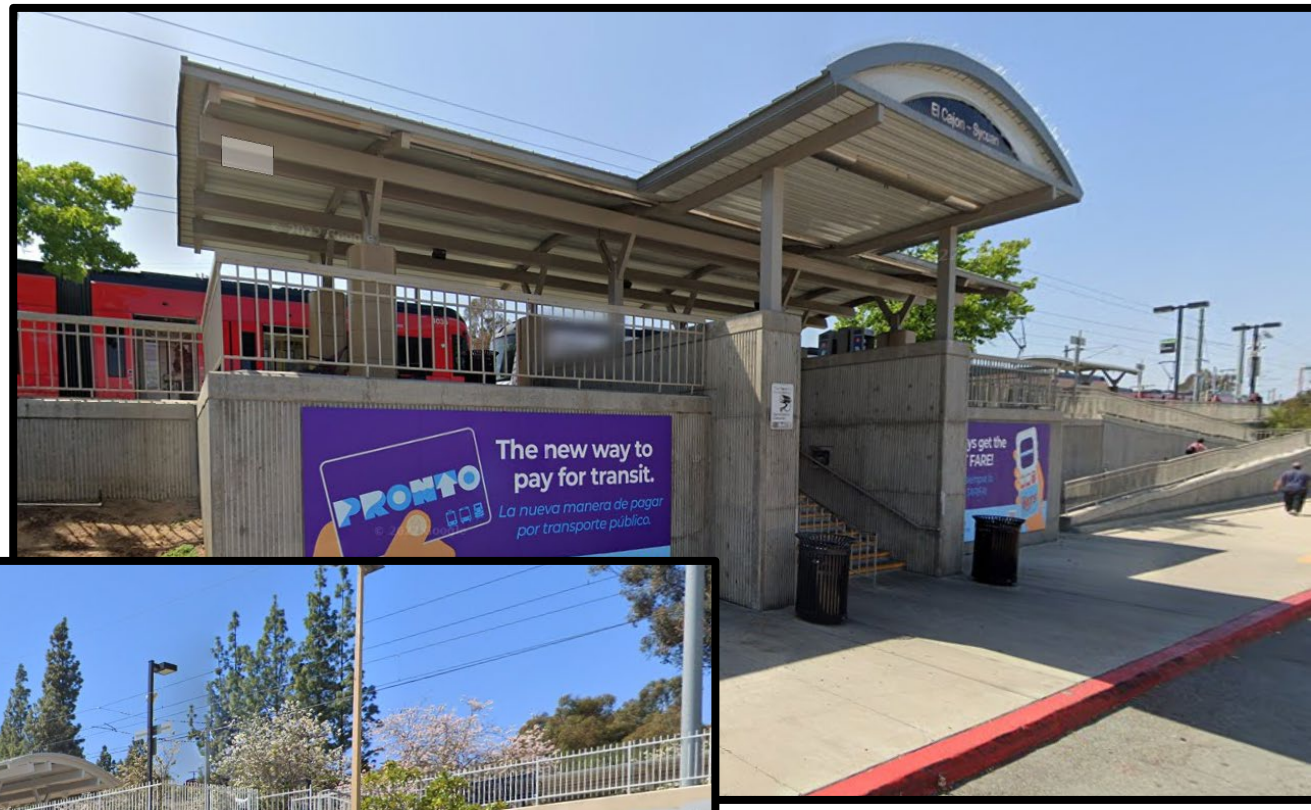
At-grade / Transit Center: Bus adjacent

- **Attributes:**
  - Open platforms, connected to bus services
- **Stations (14):**
  - Balboa Avenue
  - Old Town
  - 12th & Imperial
  - 8th Street
  - 24th Street
  - E Street
  - H Street
  - Palomar Street
  - Iris Avenue
  - San Ysidro
  - Euclid Avenue* (also channelized)
  - 62nd Street/Encanto
  - Grossmont Center
  - 70th Street



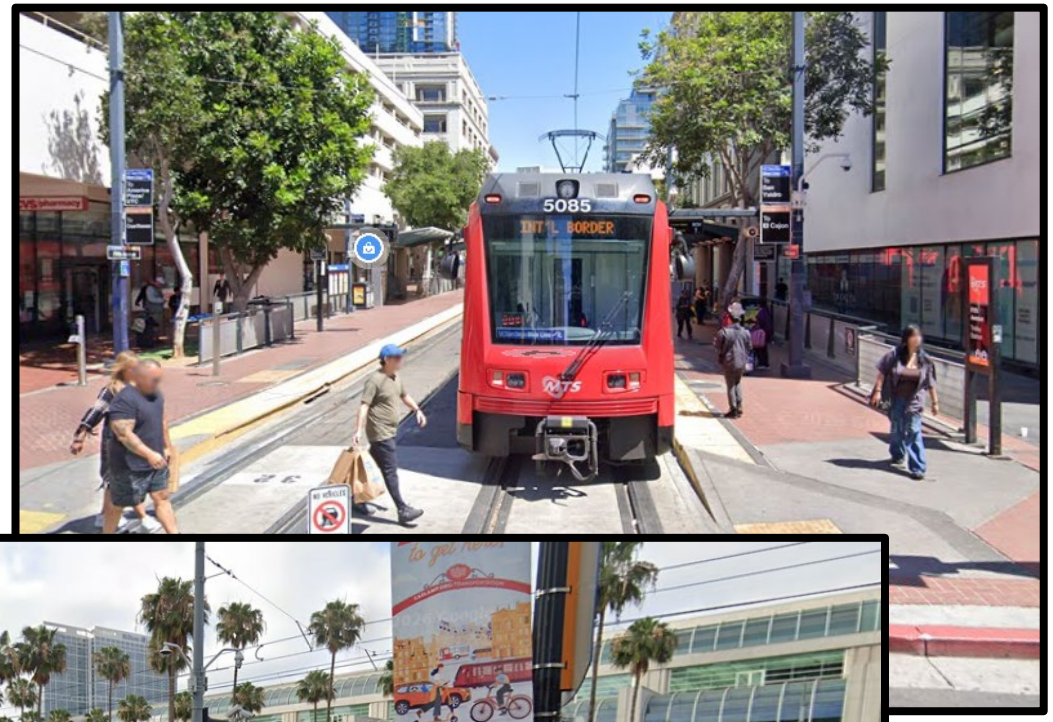
At-grade / Transit Center: Above Parking/Buses

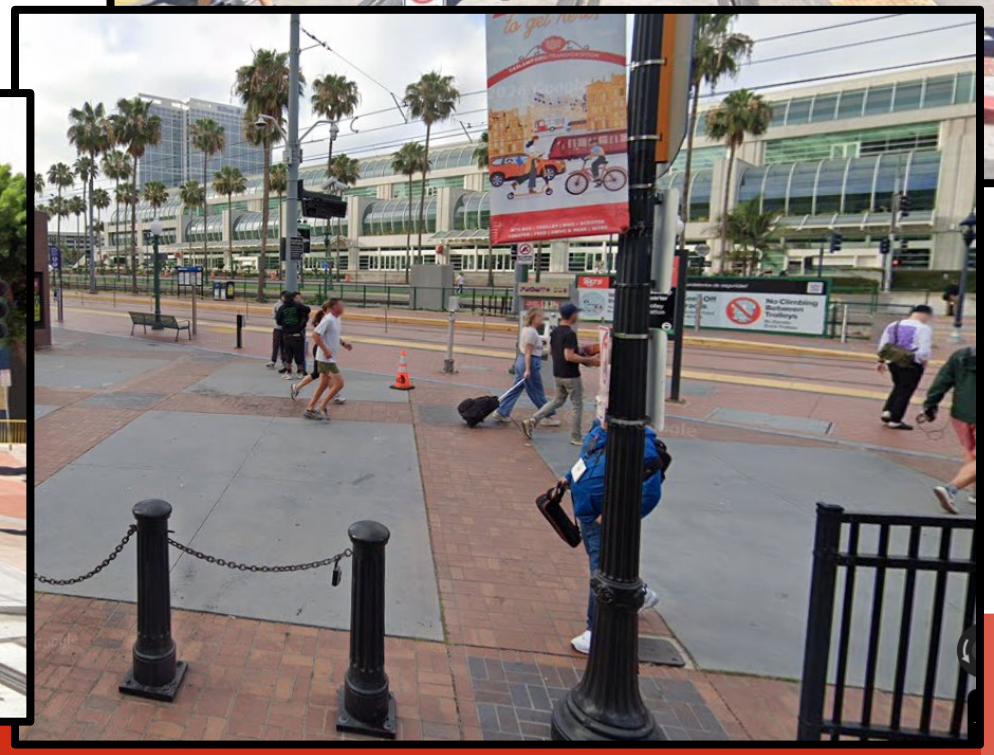
- **Attributes:**
  - Open platforms, connected to bus services/parking by stairs or ramps
- **Stations (3):**
  - El Cajon* (also parking at-grade)
  - Spring Street
  - 47th Street



At-grade / Downtown Pedestrian Environment

- **Attributes:**
  - Open platforms, integrated into urban environment
- **Stations (5):**
  - Fifth Avenue
  - Civic Center
  - Courthouse
  - Park & Market
  - Gaslamp Quarter

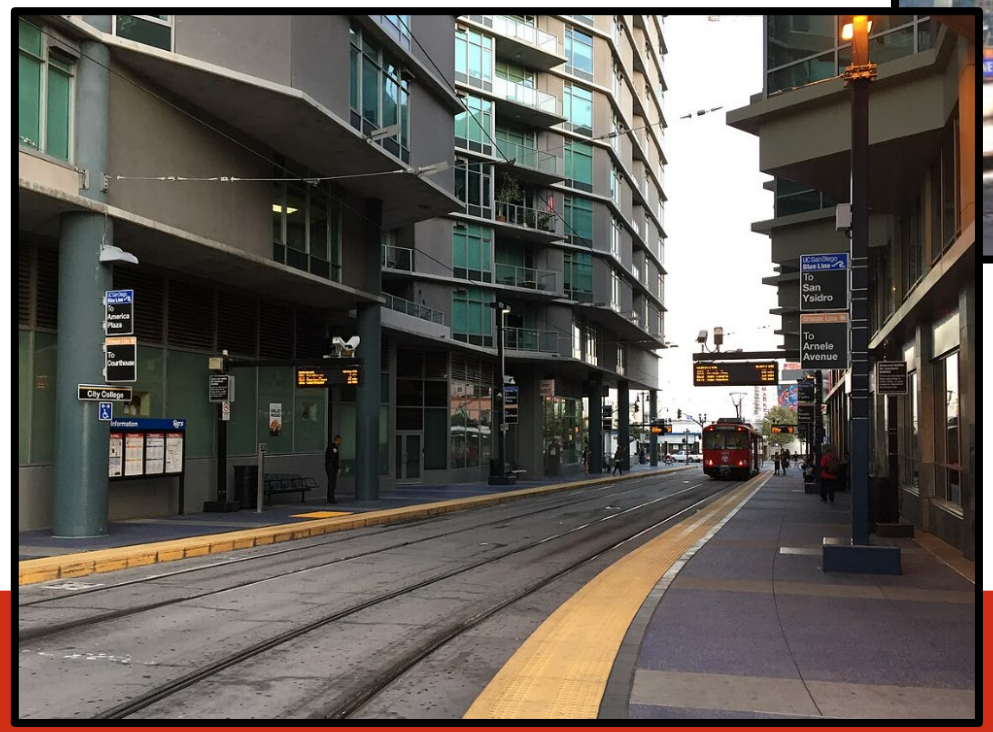




At-grade / Businesses Along Platform

- **Attributes:**
  - Open platforms, with businesses/residential directly accessing platform
- **Stations (2):**
  - America Plaza
  - City College

NOTE: 12th & Imperial and San Ysidro also have businesses adjacent to track. Numerous other stations have kiosks.



At-grade / Channelized Entry

- **Attributes:**
  - Open platforms, with limited access paths
- **Stations (11):**
  - Washington Street
  - Middletown
  - Harborside
  - Pacific Fleet
  - County Center/Little Italy
  - 32nd & Commercial
  - 12th & Imperial (Bayside only)
  - Convention Center
  - Mission Valley Center
  - Gillespie Field
  - Clairemont Drive

NOTE: El Cajon, Spring Street, and 47th could be considered channelized as well as "transit centers above parking/buses"

At-grade / Center Running

- **Attributes:**
  - Open platforms, accessed in center of street
- **Stations (1):**
  - 25th & Commercial

At-grade / “Standard”

- **Attributes:**
  - Open platforms, accessed from various locations
- **Stations (18):**
  - VA Hospital
  - Tecolote Road
  - Santa Fe Depot
  - Barrio Logan
  - Palm Avenue
  - Beyer Blvd
  - Massachusetts Ave
  - Lemon Grove Depot
  - La Mesa Blvd
  - Amaya Drive
  - Seaport Village
  - Morena/Linda Vista
  - Hazard Center
  - Rio Vista
  - Fenton Parkway
  - UCSD Health East
  - Arnele
  - Santee

Boardings by Type of Station

	% Ons	% Offs	Stations	% of Stations
Underground	**1.9%**	**2.1%**	1	2%
Aerial	**9.9%**	**9.9%**	9	14%
At-grade (Channelized)	**8.9%**	**8.6%**	11	17%
At-grade (Transit Center / Above Parking & Buses)	**4.4%**	**4.4%**	3	5%
Other at-grade	**74.8%**	**75.0%**	40	63%
Transit Center / Adjacent to Buses	46.5%	46.7%	14	22%
Downtown/Incorporated into Urban Environment	8.0%	8.2%	5	8%
Businesses Open to Platform	6.0%	6.1%	2	3%
Center Running	0.7%	0.7%	1	2%
Standard	13.7%	13.3%	18	28%

	Daily Ons	Daily Offs	Stations	% of Stations
Underground	**2,562**	**2,807**	1	2%
Aerial	**13,048**	**13,031**	9	14%
At-grade Channelized	**11,710**	**11,277**	11	17%
At-grade (Transit Center / Above Parking & Buses)	**5,846**	**5,830**	3	5%
Other at-grade	**98,686**	**98,907**	40	63%
Transit Center / Adjacent to Buses	61,340	61,593	14	22%
Downtown/Incorporated into Urban Environment	10,495	10,831	5	8%
Businesses Open to Platform	7,869	8,084	2	3%
Center Running	915	872	1	2%
Standard	18,066	17,528	18	28%

Note: April 6-30, 2026 weekdays

Other Agency Efforts

- Heavy Rail
  - Underground / Above-ground stations
- Light Rail
- Other agencies in North American Light Rail Benchmarking Group, with operations similar to MTS
- International

Heavy Rail

- Systems originally designed as closed
- Many of have modernized fare gates over last few years

Heavy Rail

MTA
New York

- System Type: **Hybrid (Subway – 60%, Elevated – 40%)**
- Design Type: **Glass Saloon Swing**
- Capital Costs: **$1.1b**
- Stations: **150**
- Cost Per Station: **$7,333,333**
- Evasion Reduction: **20%-70% drop**
- ROI: **10-11 years**

Heavy Rail

WMATA
Washington DC

- System Type: **Hybrid (Core network is subway, with some At-Grade and elevated in the suburbs)**
- Design Type: **Glass Saloon Swing**
- Capital Costs: **$40m**
- Stations: **98**
- Cost Per Station: **$408,163**
- Evasion Reduction: **70% drop**
- ROI: **2-3 years**

Heavy Rail

BART
San Francisco Bay Area

- System Type: **Hybrid (Core network is subway, with some At-Grade and elevated in the suburbs)**
- Design Type: **Glass Saloon Swing**
- Capital Costs: **$90m**
- Stations: **50**
- Cost Per Station: **$1,800,000**
- Evasion Reduction: **50% drop**
- ROI: **9-10 years**

Heavy Rail

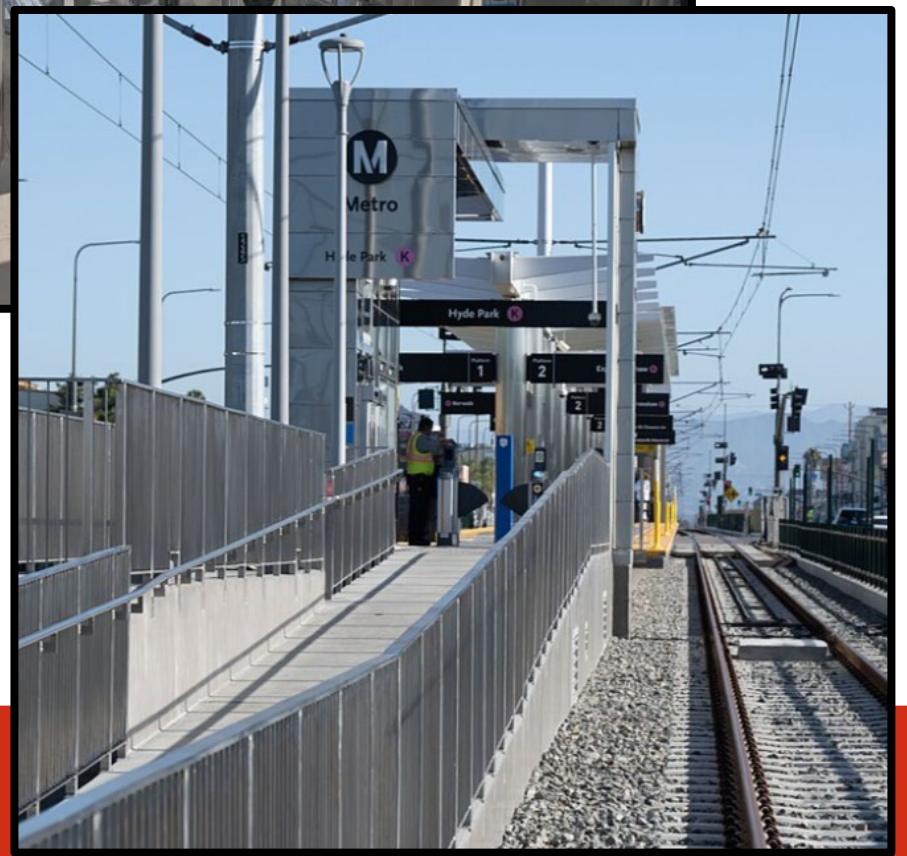
MARTA
Atlanta

- System Type: **Hybrid (Core network is subway, with some At-Grade and elevated adjacent to interstate corridors)**
- Design Type: **Glass Saloon Swing**
- Capital Costs: **$317m**
- Stations: **38**
- Cost Per Station: **$8,342,105**
- Evasion Reduction: **20% drop**
- ROI: **90 years**

Heavy Rail

SEPTA
Philadelphia

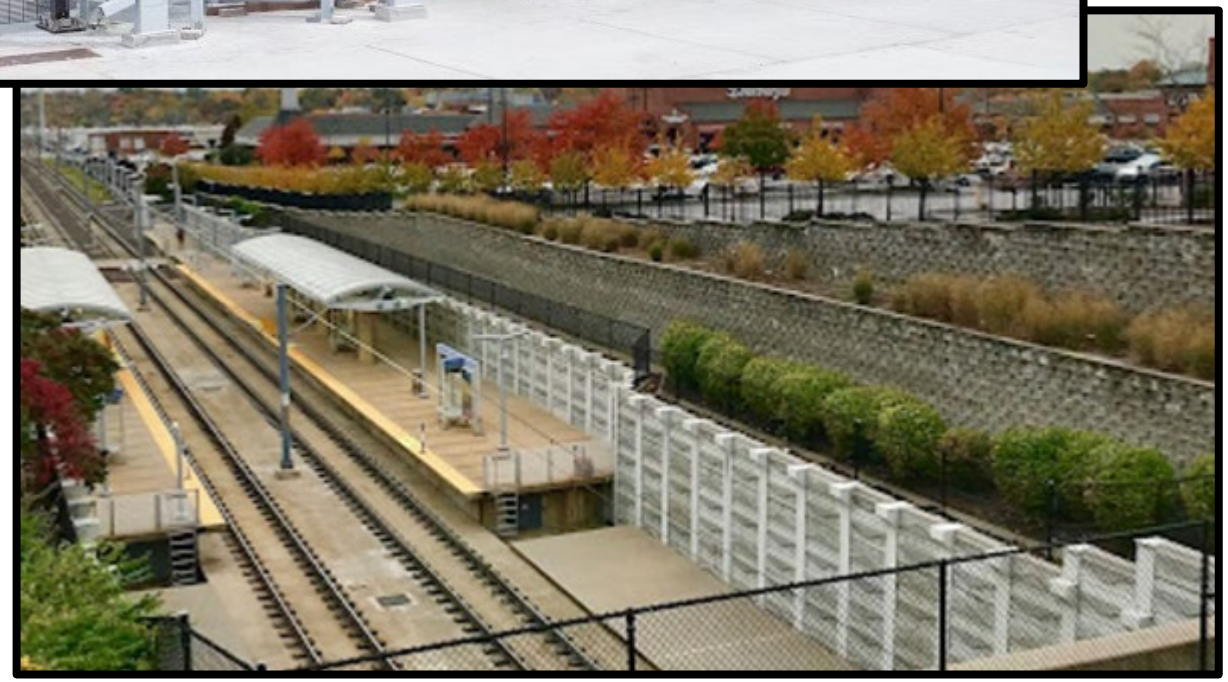
- System Type: **Hybrid (Core network is subway, with some At-Grade and elevated in the suburbs)**
- Design Type: **Glass Saloon Swing**
- Capital Costs: **$10m**
- Stations: **10**
- Cost Per Station: **$1m**
- Evasion Reduction: **50% drop**
- ROI: **3-4 years**



Light Rail

LA Metro
Los Angeles

- System Type: **Hybrid (subway, at-grade, and elevated)**
- Design Type: **Glass Saloon Swing**
- Capital Costs: **$30m**
- Stations: **21**
- Cost Per Station: **$1.4m**
- Evasion Reduction: **70% drop**
- ROI: **11-12 years**
- **Note: More similar to MTS system, but access to stations are more channeled and platforms are much higher**



Light Rail

MetroLink
St. Louis

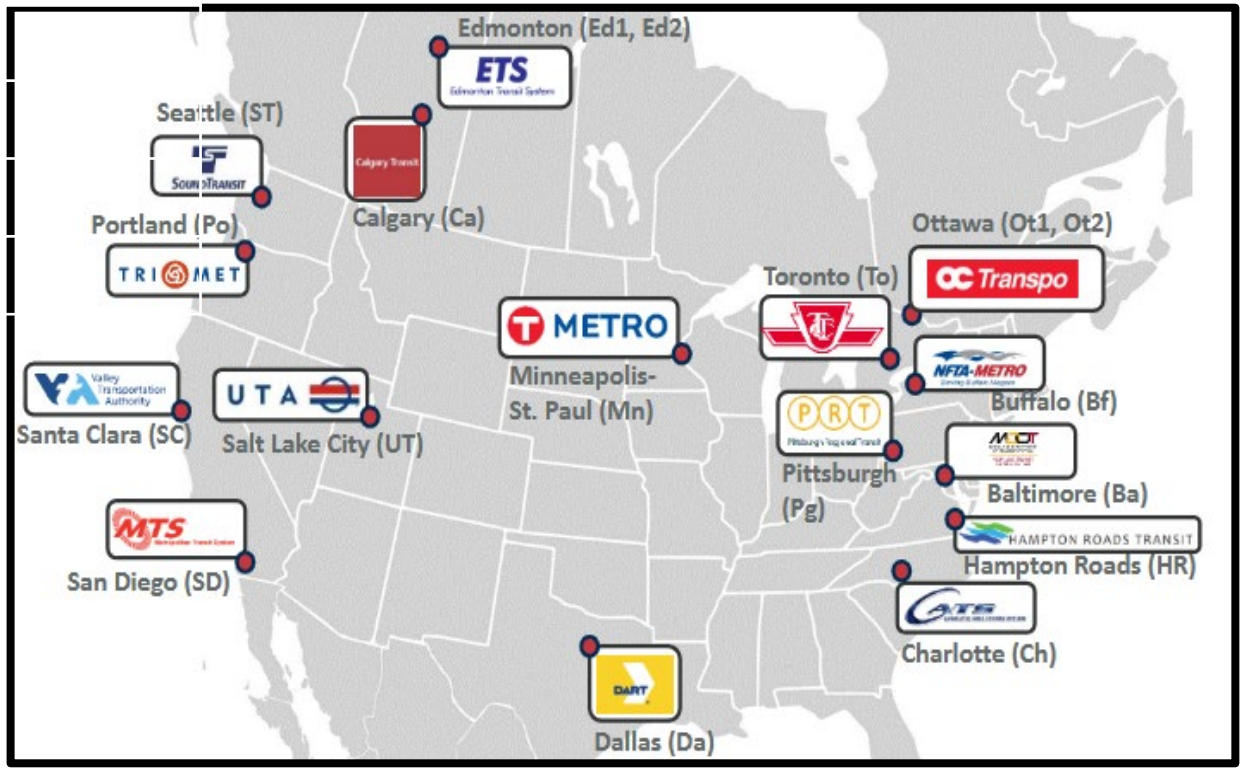
- System Type: **Predominantly At-Grade and Elevated (some subway)**
- Design Type: **Hardened Cage**
- Capital Costs: **$62m**
- Stations: **38**
- Cost Per Station: **$1.6m**
- Evasion Reduction: **50% drop**
- ROI: **6-9 years**
- ***Most similar to MTS system, but access to stations are more channelized and they do not operate low floor vehicles, so their platforms are much higher than MTS's**

Existing System Summary

Agency	Cost / Station	Evasion Reduction	ROI (years)
MTA	$7.3m	20-70%	10-11
WMATA	$400k	70%	2-3
BART	$1.8m	50%	9-10
MARTA	$8.3m	20%	90
SEPTA	$1m	50%	3-4
LA Metro	$1.4m	70%	11-12
MetroLink	$1.6m	50%	6-9
~AVERAGE	**$3M**	**50%**	**20**

Light Rail Benchmarking Group of North America (GOAL)

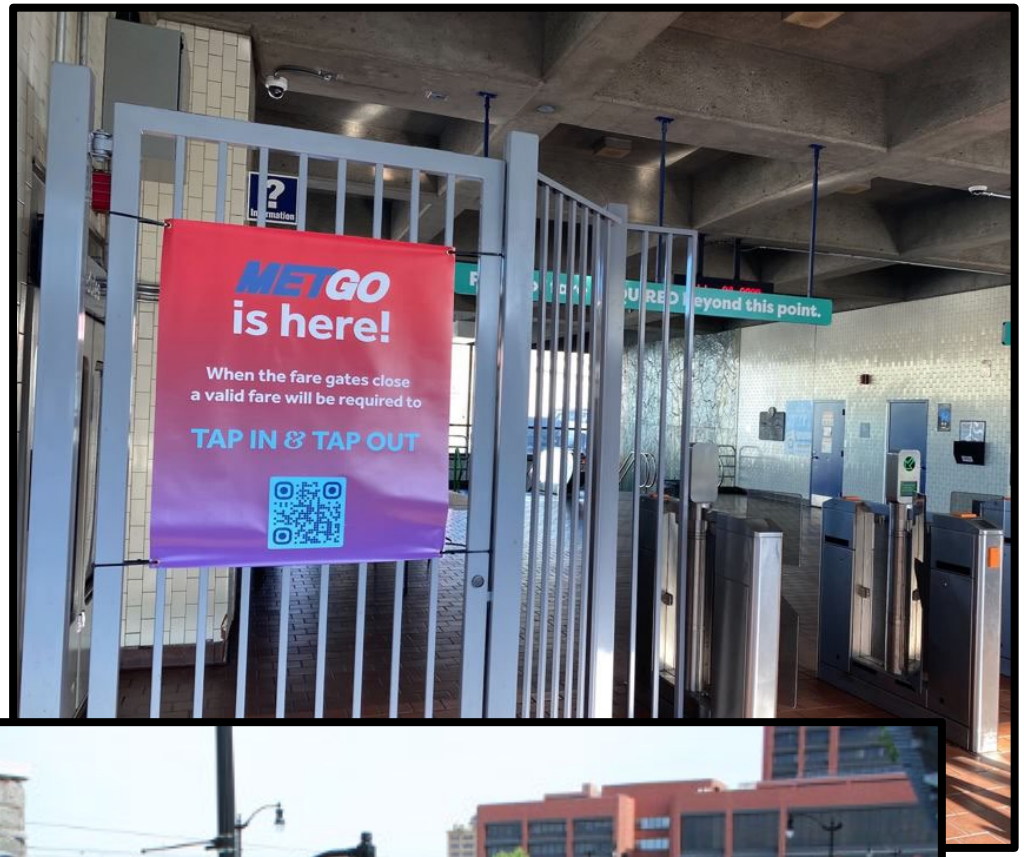
- MTS is a member of GOAL (Light Rail Benchmarking Group of North America), along with 15 other members:
  - Seattle
  - Portland
  - Salt Lake City
  - Santa Clara (VTA)
  - Dallas
  - Edmonton
  - Calgary
  - Minneapolis
  - Toronto
  - Pittsburgh
  - Ottawa
  - Buffalo
  - Baltimore
  - Hampton Roads
  - Charlotte



- Members have similar operations/systems to MTS Trolley (at-grade light rail, with proof of payment fare enforcement)
- There has been significant discussion regarding establishing closed systems with this group and many have studied it

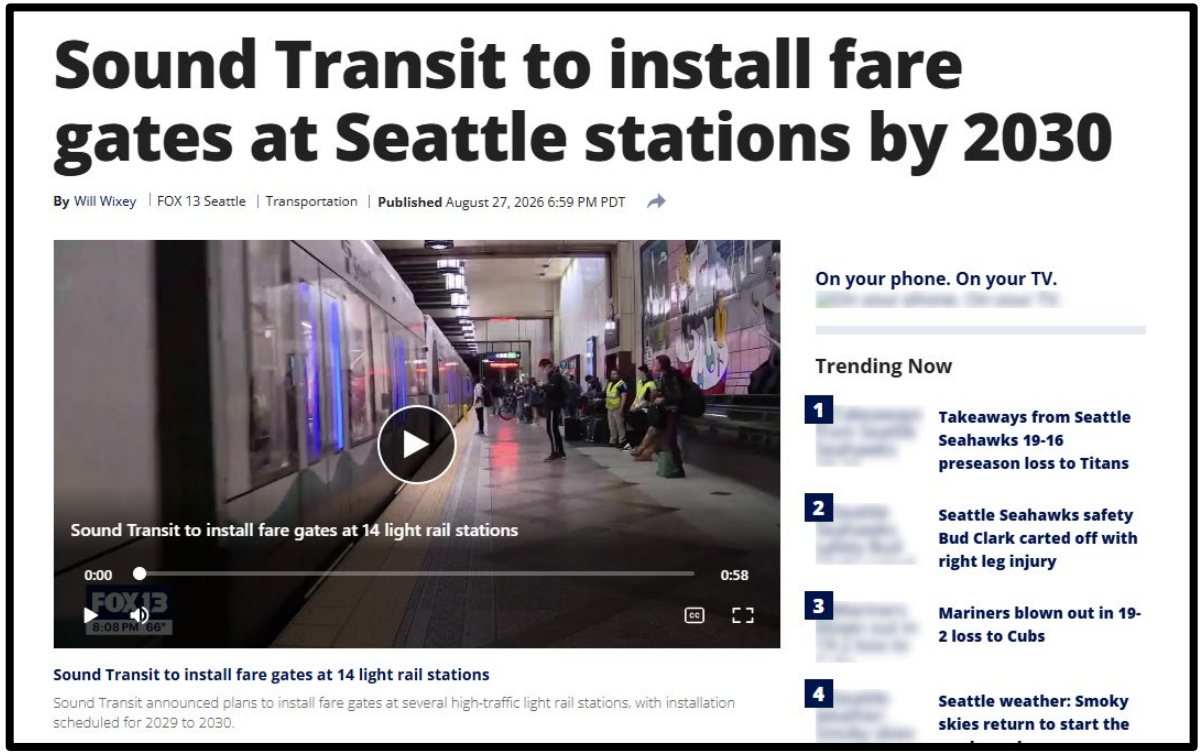
Buffalo (NFTA)

- Buffalo has 14 light rail stations:
  - 8 underground
  - 6 at-grade
- In 2023, implemented fare gates at all 8 underground stations, but not at-grade stations
- $1,000,000 for fare gates ($125,000 per station) part of overall $22 million (FY15 dollars) investment in overall fare collection project.
- Rough estimates of fare evasion were only about $200,000 prior to implementation
- Continuous issue of passengers pushing through fare gates in stations where no transit ambassadors are present



Seattle (Sound Transit)

- Faregate assessment report developed in 2025-2026
- Approved implementation of fare gates on August 27, 2026
- Implementing at **14 of 38** stations
  - 10 of these stations account for 85% of ridership
  - All stations that have been chosen are underground or aerial (no at-grade stations will have fare gates)
- Cost = $87,000,000 for 14 stations ($6.2 million per station average, but varies substantially by station typology)
- FY25 fare revenues were $50 million. Estimate fare gates can increase net revenues by $30 million-plus per year (estimate current compliance at 61%)



Sound Transit to install fare gates at Seattle stations by 2030

By Will Wixey | FOX 13 Seattle | Transportation | Published August 27, 2026 6:59 PM PDT

Sound Transit to install fare gates at 14 light rail stations

0:00 0:58

Sound Transit to install fare gates at 14 light rail stations

Sound Transit announced plans to install fare gates at several high-traffic light rail stations, with installation scheduled for 2029 to 2030.

On your phone. On your TV.

Trending Now

1 Takeaways from Seattle Seahawks 19-16 preseason loss to Titans

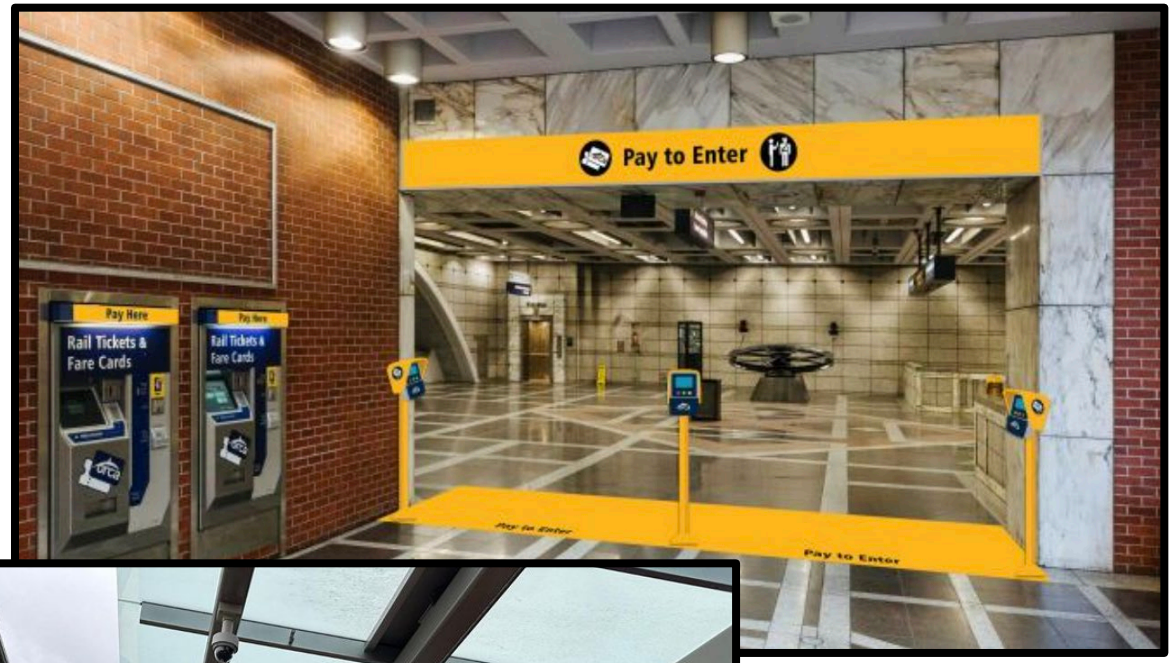
2 Seattle Seahawks safety Bud Clark carted off with right leg injury

3 Mariners blown out in 19-2 loss to Cubs

4 Seattle weather: Smoky skies return to start the

Seattle (Sound Transit)

- Prior to fare gates decision, implemented clearer fare paid zones, starting in 2022
- Improved painting and signage
- $4.5 million / 62 stations (including Tacoma Link & commuter rail) = $73,000 per station
- Fare compliance increased from 56% to 61% in first year and has maintained that level, combined with increased station personnel presence



Calgary Transit

- Studied implementation of fare gates in 2023
  - Option 1: Full closed
  - Option 2: Partially closed (not downtown)
  - Option 3: No fare gates; enhanced staffing
- Closure of downtown stations only recommended if they could reconstruct station platforms to better segregate stations from urban environment. This was deemed not feasible
- Estimated cost for partially closed system (fare gates outside of downtown) was $284,000,000 CAD for 36 stations (about $5.8m USD per station in 2023)
- Rather than implement fare gates, city council recommended an enhanced safety operating model that increased number of security staff and improved where they were stationed along network (safety hubs)

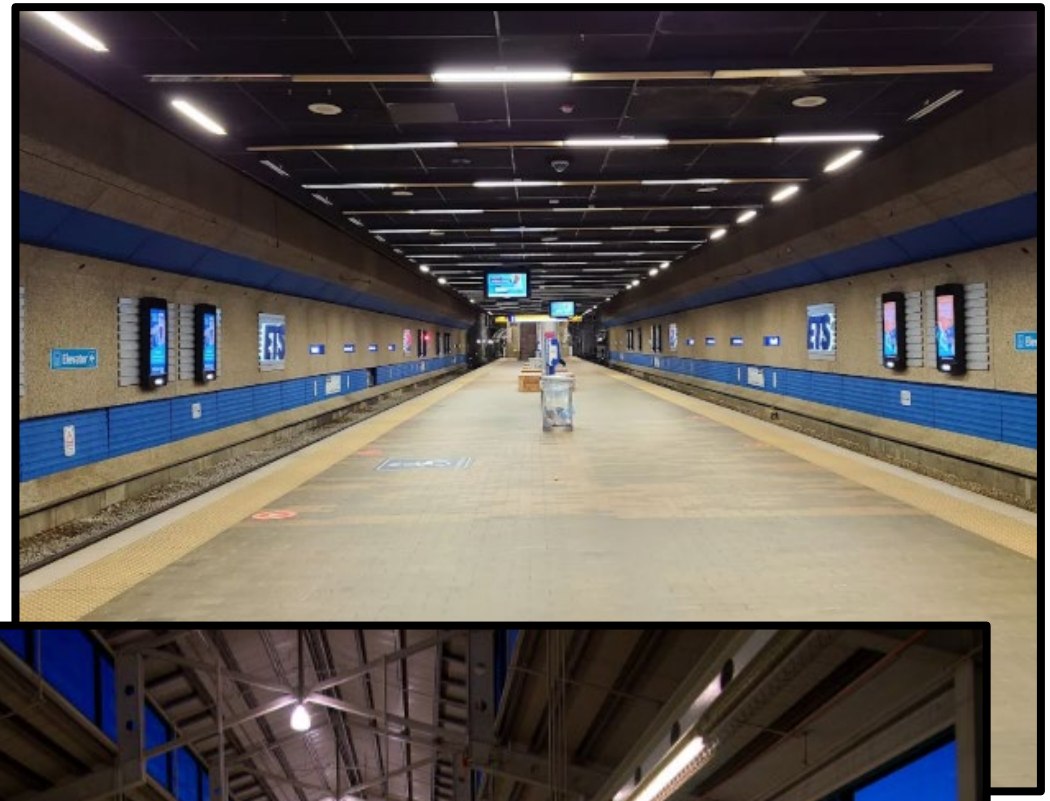
	Safety	Capital Cost (Not Scored)	Integration	Operations	Equity	Experience
1- Fully Closed	✗	Not Feasible	✗	✗	✗	–
2- Partially Closed	–	$284M*	–	✗	–	–
3- Enhanced Staff	✓	$29M*	✓	✓	✓	✓

Meets objective ✓ | Partially meets objective with trade-offs – | Does not meet objective ✗

Calgary city council staff report. Assessing a Closed System as Part of The City of Calgary Transit Safety Strategy IP2023-0368. May 10, 2023.
https://pub-calgary.escribemeetings.com/Meeting.aspx?Id=d07aac82-b944-4690-a649-ff4476e70020&lang=English&Agenda=Agenda&Item=21&Tab=attachments

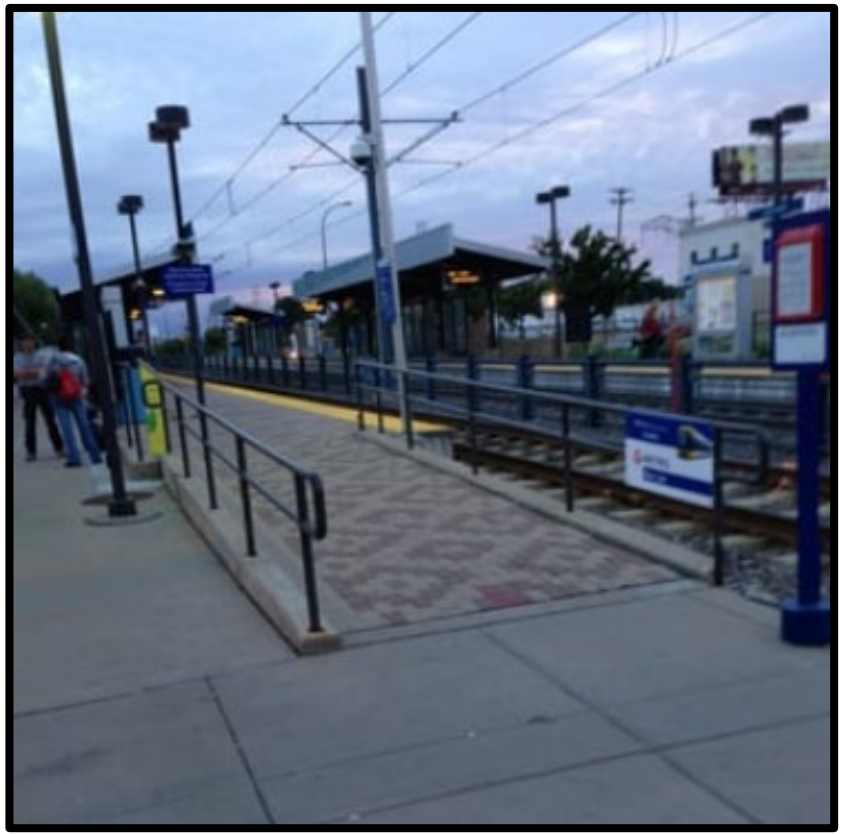
Edmonton Transit

- Had fare gates in 1970s but removed in 1980s
- December 2023 city council voted to receive detailed two-year trial for fare gates at two enclosed stations
- Study found no proof that fare gates improved safety, but could improve riders perceptions of safety
- Studied two-station fare-gate pilot (estimated at roughly $7 million CAD ($5.2m USD)
- Council decided not to pursue pilot, however, asked to restudy on August 18, 2026 with focus on fare evasion and operational efficiencies



Minneapolis (Metro Transit)

- Fare Barrier Evaluation Study (by HNTB) found that only LA Metro had fare barriers for at-grade light rail stations (shown earlier)
  - Fare evasion still at 30%
- Evaluated four different stations of varying complexity
- Like Calgary, study found no proof that fare gates improved safety, but could improve riders' perceptions of safety
- Cited key considerations:
  - Geometric constraints
  - Guideway access
  - Queuing requirements
  - User experience
  - ADA provisions
  - Fare collection
  - Maintenance
- Estimated cost of $14-$17 million for four stations ($3.5-$4.3m per station)
- Estimated increase of 6-9 FTE for software and hardware maintenance + security
- Have not pursued, but have invested in additional personnel through "Layers of Presence" effort



Santa Clara (VTA)

- Beginning process of evaluating
- Planning, Capital Projects, and Legal met with VTA staff on August 10 to discuss their efforts and future collaboration
- In August 2026, VTA staff received a referral from their Board to assess strategies to improve farebox collection. This includes multiple strategies, including faregates.
  - Joint effort between planning, engineering, construction, finance, and security

Dallas (DART)

- Simulating fare gates with security staff
- 90-day controlled access pilot at five stations with highest fare evasion rates
- DART Police Officers, Fare Enforcement Officers and Transit Security Officers will conduct fare inspections and enforce the Code of Conduct at designated checkpoints and on trains.
- Results will be presented at October 13 board meeting, with further direction provided at that time

TRANSPORTATION

DART announces 'Operation Access' security initiative, cracking down on fare evasion and boosting safety

The initiative simulates a fare-gated system at high-incident stations starting this fall, with officers conducting fare checks and code of conduct enforcement

Credit: WFAA

One International Example…

- Istanbul, Turkey
- Note open track area and the space requirements for ingress/egress
- Different ADA, PUC, Fire-Life Safety requirements than USA, however

Considerations of Closed System for MTS

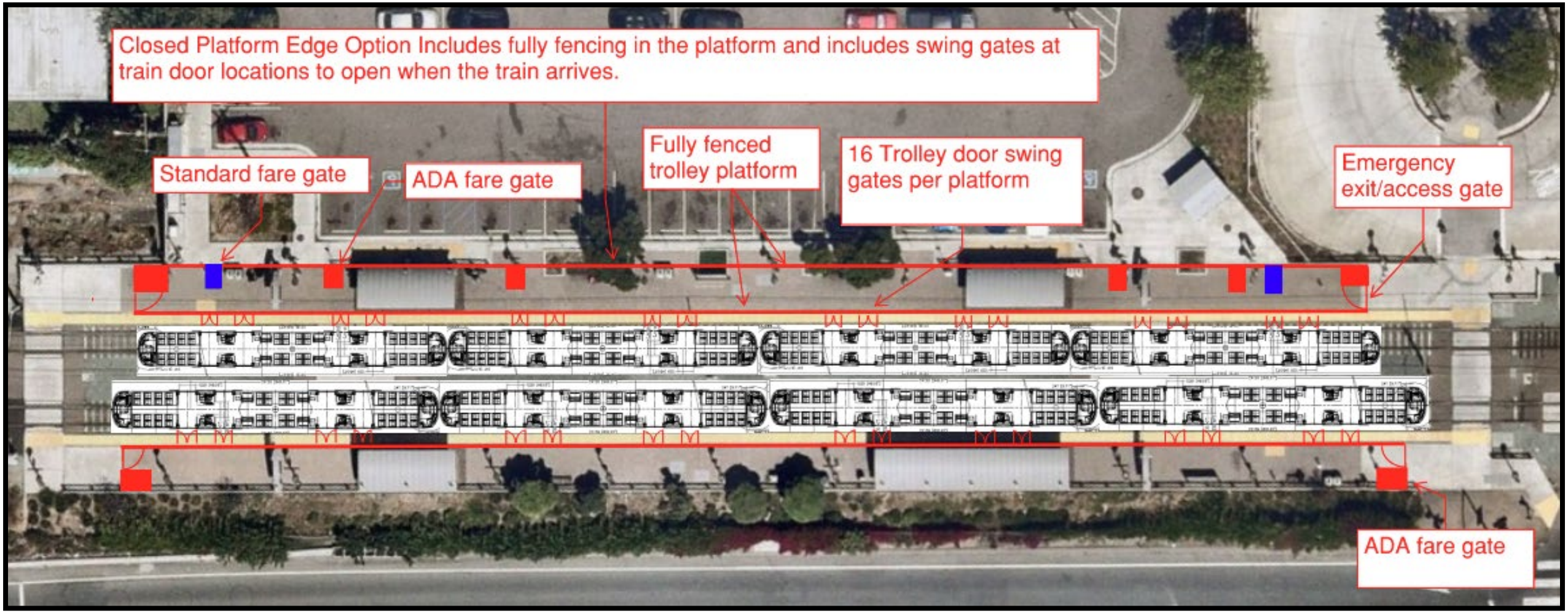
- Closing off of trackway / how to limit rail side access to platform, especially at at-grade stations
  - Impacts to businesses along platforms
- Delays/bottlenecking
- ADA Access
- Fire/Life safety
- Access to platforms for MTS staff
- Changes to fare system
- Additional infrastructure to maintain
- Aesthetics
- Freight restrictions
  - 23 at-grade stations have freight service through station, which comes with additional requirements

MTS Exploratory Concepts

- Fully closed station platform with fences/gates along trackway
- Partially closed system, with anti-trespassing panels at station entry points
- Improved painting / signage for fare paid zones

Fully-Closed Station Concept

ADA Fare Gate
Standard Fare Gate
Anti-Trespass Panel

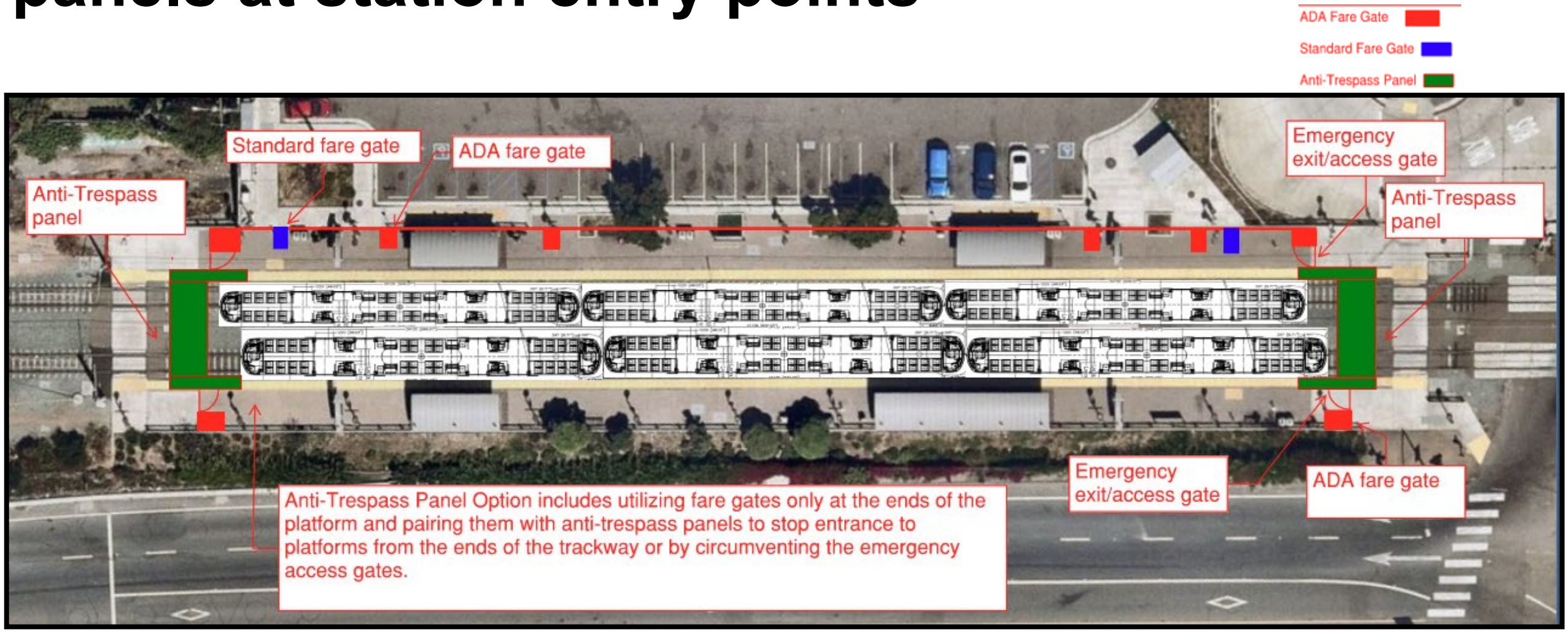


Fully-Closed Station Concept

Anti-Trespass Panels

- Anti-Trespass Panels serve as a visual and physical deterrent to protect the safety of both the public, as well as MTS personnel, from the dangers of pedestrian trespassing at rail crossings, platforms, and yard entrances.
- These panels are a quick bolt-down design that fits within or directly adjacent to the tracks, and are a made of rubber from recycled tires, and are about 6" tall.
- These panels work by creating odd gaps between the points of the "spikes" effectively making them very difficult and uncomfortable to walk over.
- Would need approval from CPUC

Partially closed platform, with anti-trespassing panels at station entry points



Partially closed platform, with anti-trespassing panels at station entry points

Improved Painting/Signage Concept

Preliminary Cost Estimates

Cost Assumptions

Station Type	Fully-Closed (Per Station)	Partially Closed, with Anti-Trespass (Per Station)	Improved Painting/Signage (Per Station)
Relocation of Validators	2-6	2-6	2-6
Additional Validators	2-6	2-6	2-6
Linear Feet of Fencing	1,400	700	-
Fare Gate Shelters	4-10	4-10	-
Gate Motors	32	-	-
Anti-Trespassing Panels	-	11-20	-
Signage Posts/Pylons	-	-	4-8
Linear Feet of Striping	-	-	400-1,500
Additional Electrical and Gate Infrastructure	Yes	Yes	No
Not Included in Costs	Additional support positions for maintaining the 2,000-plus new gate motors as well as fare gate maintenance, or on-site personnel.	Additional support positions for fare gate maintenance, or on-site personnel.	Additional fare zone signage, or on-site personnel.

Exploratory Cost Estimates

Station Type	# of Stations	Fully-Closed		Partially Closed, with Anti-Trespass		Improved Painting/Signage	
		Per Station	Total	Per Station	Total	Per Station	Total
Grade Separated	10	$ 2,038,560	$ 20,385,600	$ 1,017,360	$ 10,173,600	$ 89,600	$ 896,000
Transit Center	14	$ 3,334,080	$ 46,677,120	$ 2,640,240	$ 36,963,360	$ 101,250	$ 1,417,500
Open Urban	19	$ 2,823,000	$ 53,637,000	$ 2,396,280	$ 45,529,320	$ 92,225	$ 1,752,275
Channelized	14	$ 1,612,704	$ 22,577,856	$ 1,065,840	$ 14,921,760	$ 43,250	$ 605,500
Downtown	7	$ 2,422,320	$ 16,956,240	$ 1,684,800	$ 11,793,600	$ 81,290	$ 569,030
System-wide	64	$ 160,233,816		$ 119,381,640		$ 5,240,305	

These estimates do not include any labor costs associated with new positions that would have to be created to support the closed system such as:

- Increased number of security or customer service personnel who would be stationed at all/most platforms to assist if ADA gates are out of service and riders are being routed through emergency access gates.
- IT/Fare personnel to help manage the new system and integrated PRONTO gate hardware. Does not include additional costs for PRONTO mobile app and NFC mobile wallet enhancements (tapping from phone w/PRONTO card)
- Facilities personnel to respond quickly to, and repair added gate motors (Closed Platform Edge) and fare gates.

Summary

- Important topic in transit right now
- Significant investment in retrofitting heavy rail platforms, with good return on investment
- Light rail agencies have been hesitant, based on numerous issues, but some have made targeted investments (elevated/underground stations)
- International example shows it is possible, but additional work is required to determine feasibility given USA standards
- System-wide preliminary estimates range from $5.5 million for painting/signage to $160 million for fully-enclosed stations
  - Possible to implement combination of measures at different stations

Summary

- **Benefits**
  - Increased safety (or at least perception of safety)
  - Increased revenue
  - Public trust
- **Considerations**
  - Capital and operational costs
  - Configuration of fare system
  - Safety
    - Access from trackway
    - Ingress/egress
  - Retain incorporation into urban environment and ease of transfer from buses / parking
  - ADA/freight/other standards

Next Steps

- Receive feedback from Public Security Committee
- Look for grant funding for more detailed analysis
  - SANDAG applying for Caltrans Planning Grant (due today) to determine regional applicability of fare gates, as part of larger grant request

Questions/Comments