

Agenda Report

TO: CITY COUNCIL **DATE:** NOVEMBER 4, 2002

THROUGH: PUBLIC SAFETY COMMITTEE

FROM: CITY MANAGER

SUBJECT: ADOPTION OF A RESOLUTION AUTHORIZING THE SUBMISSION OF A RESPONSE TO A REQUEST FOR PROPOSAL FOR TRANSIT COMMUNITY POLICING SERVICES FOR THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE LIGHT RAIL SYSTEM FROM PASADENA TO LOS ANGELES.

RECOMMENDATIONS

It is recommended that the City Council:

Adopt a resolution authorizing the Pasadena Police Department to submit a response to a Request for Proposal (RFP) for Transit Community Policing Services for the Los Angeles County Metropolitan Transportation Authority (MTA) Gold Line Light Rail System for a period of 5 years under the following conditions:

1. That the MTA be responsible for full cost recovery for the City of Pasadena for police services rendered, and
2. That current levels of police service to the City of Pasadena will not be impacted.

BACKGROUND

In 1997, the MTA closed most of its security force for its bus and rail lines and transferred the responsibility for police services to the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriffs Department (LASD) via contract. These contracts will expire at the end of this year and the MTA has issued a request for proposals for Transit Community Policing Services for all of its Community Policing Areas. These areas are: the San Fernando Valley, the Westside, the Southbay, the Gateway Cities, the San Gabriel Valley, the Central (which includes the Red Line), the

Blue Line, the Green Line, and the Gold Line. The Red, Blue, Green, and Gold Lines are light rail systems, while the other areas (except the Central area) are primarily bus zones.

The Gold Line will run through the heart of Pasadena, with 6 of its 13 rail stops located in Pasadena, and almost half of its 13.6-mile route. Initial ridership on this rail line has been projected between 26,000 and 31,000 per day in its first year, increasing to over 40,000 in three years.

It is projected that the majority of ridership on the Gold Line will be people who live, work, and play in the City of Pasadena and the success of people choosing to ride the rail system will largely be dependent on the ridership enjoying a pleasant experience and feeling safe.

The Pasadena Police Department has a long and successful track record of providing the highest quality police service to the city. The Community Policing philosophy has always focused on residents, businesses, and visitors, with customer service being among its highest values. This philosophy of Community Service Area Policing is specifically what the MTA is looking for in policing its service areas. With such a large portion of the ridership being associated with Pasadena, the Pasadena philosophy of policing seems most appropriate for the Gold Line. Consequently, staff recommends that the City submit a proposal to the MTA to provide policing services for the Gold Line.

The RFP will not allow for any law enforcement agency to submit a response for only a portion of any given area, but will allow a single agency to form partnerships with other agencies to provide police service. Thus, the City's response would include the entire Gold Line Rail System, including those areas in South Pasadena and Los Angeles. The City would also be agreeable to work with the City of Los Angeles (LAPD), should a LAPD proposal listing the Pasadena Police Department as a partner, be selected as the Gold Line policing provider

Thus, there are three distinct models that may result from the City's proposal. They are as follows:

1. The Pasadena Police Department as the sole provider of Transit Community Police Service for the Gold Line Light Rail system.
2. The Pasadena Police Department would form a Joint Powers Agreement between other police agencies interested in assisting in Transit Community Policing of the Gold Line Light Rail system.
3. The Pasadena Police Department partnering with the LAPD to provide Transit Community Police Service for the Gold Line Light Rail system.

Initial studies suggest that 33 sworn police officers and 25 civilian fare inspectors would be needed to adequately provide service to the Gold Line. Additional dispatchers, clerical and administrative staff would also be needed, which would account for

approximately 10 more full-time positions. Exact numbers cannot be given at this time as final personnel decisions are subject to negotiation after proposals have been selected for further review.

As proposed, all positions required to service the Gold Line would be new positions and thus, current levels of police service to the City of Pasadena would not be impacted. Because of shared administrative costs, the City's proposal for these services would be built on a full-cost recovery methodology that would cover the cost of all additional personnel, equipment, office space, and overhead and may, in fact, result in additional revenue generation for the City.

The 25 civilian fare inspectors asked for in the RFP will have multiple tasks, from greeting riders, providing information and directions, and enforcing rules for riding the Metro Rail. They will be dressed in civilian uniforms, consisting of a blazer, polo shirts, and dress slacks. It is anticipated that the City's proposal will call for sub-contracting this service to a private firm that can provide 25 positions immediately.

Awards for Transit Community Policing will be granted for a period of 5 years.

Proposals are due to the MTA on November 15, 2002. Proposals will be reviewed and the MTA Board of Directors will receive recommendations on proposals for further review and negotiation on December 12, 2002. Awards will be granted shortly after that. It is expected that the MTA will want police services in place during the late summer of 2003.

No contract will be entered into with the MTA for Transit Community Police Services until details of operations, costs, and revenues are made specific and brought before City Council for final approval.

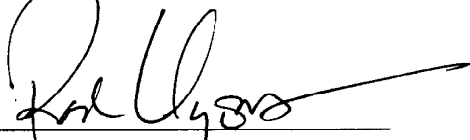
FISCAL IMPACT

There is no fiscal impact to the City as a result of the requested action. Were the City to be successful, revenues received from the MTA would offset all costs and expenditures.

Respectfully Submitted,

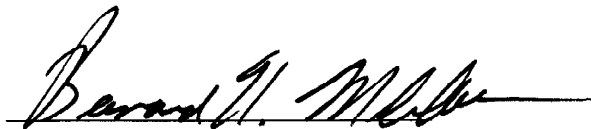

Cynthia J. Kurtz
City Manager

Prepared by:



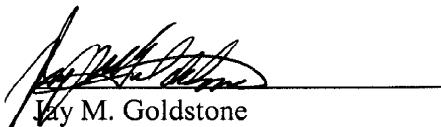
Rod Uyeda, Commander
Special Operations Division

Approved:



Bernard K. Melekian
Chief of Police

Reviewed by:



Jay M. Goldstone
Director of Finance