

## STAFF REPORT

### SOUND TRANSIT MOTION NO. M2000-32

#### Sound Transit Security Services

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	5/18/00	Discussion/Possible Action to recommend Board Action	Jeff Benoit, Security Chief	206-398-5006
Board of Directors	5/25/00	Action	Betty Laurs, Director Paul Price, Director	206-398-5120 206-398-5111

#### PROPOSED ACTION

Board of Directors approval to pursue contracted police security services for Sound Transit through (1) contracting with King County (King County will subcontract with Pierce and Snohomish Counties), and (2) issuing a formal Request for Proposal (RFP) for private security services.

#### KEY FEATURES

##### Highlights of Proposed Action

- ◆ Authorizes negotiation of a contract with King County to provide regional law enforcement policing services to handle enforcement of Washington State law, county codes, and city municipal codes and transit codes. King County will subcontract with Pierce and Snohomish Counties.
- ◆ Authorizes the procurement of private security services to fulfill security needs and job functions that do not require commissioned law enforcement officers, such as facilities security, Sound Transit stations security, and enforcement of fare issues.
- ◆ Request for approval to execute contracts will be brought to the Finance Committee, upon completion of contract negotiations.

##### Discussion of Proposed Action

In order to determine the policing and security needs of Sound Transit, staff first met with the Sheriffs' Offices of the Pierce, King and Snohomish Counties. As a result, the Sheriffs' Offices formed a Tri-County Sheriff's Committee to assist Sound Transit. With staff assistance the Tri-County Sheriff's committee researched Sound Transit's needs pertaining to customers and employees, rolling stock (Regional Express buses, Sounder trains and Link light rail cars), and facilities security (park and ride lots, administration buildings, stations/platforms and storage facilities). Staff also facilitated and hosted outreach meetings with other affected law enforcement agencies.

The outreach indicates that Sound Transit could have some impact on local law enforcement agencies, resulting in increased calls for service. Most of the agencies surveyed to date (King County, Pierce County, Snohomish County, Seattle, Tacoma, Puyallup, Sumner, Pacific, Algona, Auburn, Kent, Tukwila, Edmonds, and Everett Police Departments) have advised that from time to time they might have difficulty in responding to quality-of-life issues in a timely manner. Reasons cited include the level of calls for service already being handled, shortage of workforce, and prioritization of calls for service. The agencies surveyed have also identified the challenge of handling crimes that occur on Sounder as it travels through multiple jurisdictions.

It is important to note that Sound Transit does not have legislative authority to create its own law enforcement agency.

### **Staff Recommendation**

Based on the outreach, research and assessment conducted, staff recommends Option 5, a combination of other options. Option 5 includes contracting with King County for transit police services, supervision (a contracted Chief of Police), and using fully and limited commissioned personnel. Additionally, Option 5 includes contracting with private security services to fulfill security needs and job functions that do not require commissioned law enforcement officers. Option 5 provides a multi-layered approach to meeting Sound Transit's security needs.

King County will subcontract with both Pierce and Snohomish Counties to provide a tri-county policing approach of seamless service for Sound Transit. These police officers would handle the enforcement of all Washington State Laws. Private security officers would handle facilities security, and commuter rail station security.

### **BUDGET**

The projected estimated costs for the agency's security services for the years 2000 and 2003 are \$905,269 and \$2,850,287, as shown in the table below. The figures assume that Sounder Commuter Rail will begin operations in September of 2000 and will ramp up to full service operations by 2003.

The security budget for the year 2000 was approved in Resolution No. R99-33, the adoption of the 2000 Budget. In that document, each of the departments itemize an allocation of security in their respective operating budgets. (pp.67, 69, 115, 146, 221, 225, 235, 242, 259, and 275). In addition, Sounder has a transit operations budget that has been revised from its original (p.69) as referenced in Amendments 9 and 10 of the 2000 Adopted budget.

As shown in the following table, the estimate of security costs in 2003 was not shown in the 2000 budget document, as the security plan was identified much less discretely at that time. All projected costs are estimates at this time; staff will present to the Board specific and final numbers after the completion of negotiations when the contracts are ready for approval.

## Agency-Wide Operational Security Cost Projections – Option 5

Department	Year 2000 Costs <sup>1</sup>	Year 2003 Costs <sup>2</sup> (Full Build-Out)
	<b>A</b>	<b>B</b>
Sounder	\$ 587,714	\$ 2,061,981
Link	\$ 0	\$ 157,627
Regional Express	\$ 0	\$ 0
Administrative Services	\$ 277,627	\$ 480,000
Real Estate	\$ 39,928	\$ 150,678
<b>Total</b>	<b>\$ 905,269</b>	<b>\$ 2,850,287</b>
<b>Existing Budget <sup>3</sup></b>	<b>\$ 1,001,506</b>	*

<sup>1</sup>Based on Projected Sounder Service Start-up in September of 2000.

<sup>2</sup>The year 2003 will be the first year of full service operations for Sounder.

<sup>3</sup>Sound Transit 2000 Budget was approved by the Board on 11/18/99 with Resolution R99-33 and provides for security in each of the respective departments' operating budgets.

\* Security budget detail for future years was not known or incorporated in the 2000 budget cycle.

### **ALTERNATIVES**

#### **Option 1: Rely on Local Law Enforcement Only**

Sound Transit could rely solely on the local law enforcement agencies to fulfill Sound Transit's security needs.

#### **PRO:**

- No up front costs
- Local law enforcement involvement with Sound Transit

#### **CON:**

- Limited local law enforcement resources
- No way of tracking criminal activity for Title 15 reporting as required by the U.S. Department of Transportation [under title 49 USC Sec. 5335 (a)]
- No dedicated police presence
- Inadequate resources available to provide coverage for quality of life issues and misdemeanor crimes
- Lower level of security

Estimated cost in 2000 - 2003

**Cost is unknown and would be based on impact and expense to the cities' police jurisdictions.**

## **Option 2: Create Sound Transit Security Force**

Sound Transit could create its own security force to address transit code enforcement and quality of life issues. Sound Transit does not currently have legislative authority to create its own law enforcement agency.

### **PRO:**

- Visible uniformed security
- Strong customer service focus
- Less expensive alternative to commissioned officers
- Consistent and dedicated security for the systems

### **CON:**

- Limited authority to make arrests
- Limited access to local or national criminal history information
- Increased training and insurance costs
- Limited to no resources to respond to major crimes

Estimated cost in 2000	<b>\$910,687</b>
Estimated cost in 2003 (Full Build Out)	<b>\$2,214,888</b>

## **Option 3: Contract with Private Security**

Sound Transit could contract with private security firm(s) to provide security services.

### **PRO:**

- Visible, uniformed security
- Strong customer service focus
- Less expensive than using commissioned officers
- Consistent and dedicated security for the systems

### **CON:**

- Limited authority to make arrests
- Limited access to local or national criminal history information
- Limited resources for major crimes

Estimated cost in 2000	<b>\$714,070</b>
Estimated cost in 2003 (Full Build Out)	<b>\$2,261,907</b>

## **Option 4: Transit Police**

Sound Transit could contract with an existing law enforcement agency, such as the King County Sheriff's Office, Pierce County Sheriff's Office, Snohomish County Sheriff's Office, Seattle Police Department, or the Washington State Patrol, for transit police services.

**PRO:**

- All-inclusive contracted package for commissioned police officer with pay, benefits, coverage, liability coverage, equipment, car, uniforms, training, replacement costs, etc.
- Service based on Sound Transit's needs.
- Commissioned authority with full powers of arrest.
- Full access to local and national criminal history and records.
- Ample resources for major events, through department and via mutual aid requests. This includes the support of the entire department and a diverse group of experts and experience.
- Local knowledge.
- Unique identity associated with Sound Transit.

**CON:**

- Increased cost
- Inappropriate use of commissioned law enforcement for physical security of facilities
- Limited customer service

Estimated cost in 2000		<b>\$1,425,113</b>
Estimated cost in 2003	(Full Build Out)	<b>\$4,349,944</b>

**Option 5: Combination of Options 1, 3, and 4**

Sound Transit could contract with one or a number of law enforcement (option 4) and private security agencies (option 3) to provide enhanced security and police staffing customized to Sound Transit's needs while relying on local law enforcement (option 1) for varying levels of service.

**PRO:**

- Customized resolution to the needs of the system
- Reduced costs while service quality remains high
- Strong sense of security
- Law enforcement officers qualified to handle violations of state law
- Allows security and law enforcement officers to provide training/education to riders and Sound Transit staff for crime prevention and emergency procedures
- Utilizes private security officers to address quality of life, and non-criminal issues

**CON:**

- Increased costs over using all private security

Estimated cost in 2000		<b>\$905,269</b>
Estimated cost in 2003	(Full Build Out)	<b>\$2,850,287</b>

### **CONSEQUENCES OF DELAY**

With Sounder starting up in September of 2000, delaying the policing and security contract will put law enforcement and security personnel in a reactive role rather than a more preferred proactive role in regards to planning and training. While Sound Transit could extend the existing temporary security contract to include Sounder stations until a decision is made; an authorizing board action would be required. The current temporary contract expires in June of 2000.

### **REGIONAL PARTNERSHIP AND COOPERATION**

King and Pierce counties provided two law enforcement executives to assist in research and development of Sound Transit's security and policing needs. They have met with the chiefs of affected law enforcement agencies within Pierce, King and Snohomish Counties and conducted a survey to assess the following: crime statistics within Sound Transit district, response times, staffing levels, services provided, and level of involvement against Sound Transit's security needs. They conducted a crime prevention review of Union Station facility.

### **PUBLIC INVOLVEMENT**

N/A

### **LEGAL REVIEW**

MBL – 3/6/00

## **SOUND TRANSIT**

### **SUBSTITUTE MOTION NO. M2000-32**

A motion of the Board of the Central Puget Sound Regional Transit Authority (1) adopting guidelines to guide the staff's development of a proposal to provide security services for Sound Transit; (2) directing staff to issue Request(s) for Proposals to procure security services for Sound Transit for a contract term not to exceed three years, soliciting proposals from both local law enforcement agencies and private vendors; (3) directing staff to issue Request(s) for Proposals for security services for Sounder Commuter Rail to be in place at the time of initial service in September 2000, for a contract term not to exceed three years, soliciting proposals from both local law enforcement agencies and private vendors; (4) providing for appropriate Board and/or Committee review and action prior to execution of negotiated contracts.

#### **Background:**

This motion establishes guidelines for the provision of security for Sound Transit to provide law enforcement policing services to handle enforcement of Washington State law, county codes, and city municipal codes and transit codes, and to provide for a secure and comfortable transit experience for Sound Transit's patrons and employees.

The motion directs staff to issue a Request for Proposal (RFP) for security services for Sounder Commuter Rail to be in place at the time of initial service in September 2000. It also authorizes the solicitation of proposals, consistent with Sound Transit's procurement policies, and the preparation of staff proposal and/or recommendation for the provision of security services for Sound Transit as an agency.

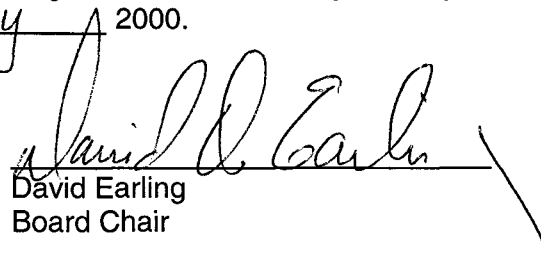
#### **Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority to (1) adopt guidelines to guide the staff's development of a proposal to provide security services for Sound Transit; (2) to direct staff to issue Request(s) for Proposals to procure security services for Sound Transit for a contract term not to exceed three years, soliciting proposals from both local law enforcement agencies and private vendors; (3) to direct staff to issue Request(s) for Proposals for security services for Sounder Commuter Rail to be in place at the time of initial service in September 2000, for a contract term not to exceed three years, soliciting proposals from both local law enforcement agencies and private vendors; (4) providing for appropriate Board and/or Committee review and action prior to execution of negotiated contracts.

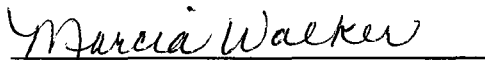
It is hereby further moved that staff shall develop a proposal for providing security services for Sound Transit consistent with the following guidelines:

- ◆ Commitment to minimize "quality of life" incidents
- ◆ Cost effective provision of security, recognizing mode and subarea costs
- ◆ Cooperative working relationship between security provider and first responders
- ◆ Security appropriate to each mode (line of business)
- ◆ Familiarity with the local neighborhoods, and security provided at the appropriate local level to promote community confidence
- ◆ Command structure that ensures accountability to Sound Transit
- ◆ Resources available to address security and quality of life incidents
- ◆ Minimize Sound Transit's liability
- ◆ Periodic review of contract and performance

Approved by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 25<sup>th</sup> day of May 2000.

  
David Earling  
Board Chair

ATTEST:

  
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Marcia Walker  
Board Administrator