

# LOS ANGELES POLICE COMMISSION

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April 2, 2025

BPC #25-076

The Honorable City Council  
City of Los Angeles, Room 395  
c/o City Clerk's Office  
Los Angeles, CA 90012

Dear Honorable Members:

RE: RESPONSE TO THE TRANSPORTATION COMMITTEE REGARDING BUS DRIVER  
SAFETY FOR THE DOWNTOWN AREA SHORT HOP BUS SYSTEM (DASH), CITY  
COUNCIL FILE NO. 24-0562.

At the regular meeting of the Board of Police Commissioners held Tuesday, March 25, 2025, the Board  
APPROVED the Department's report relative to the above matter.

Respectfully,

BOARD OF POLICE COMMISSIONERS

A handwritten signature in cursive script, reading "Rebecca Munoz".

REBECCA MUNOZ  
Commission Executive Assistant

Attachment

c: Chief of Police

INTRADEPARTMENTAL CORRESPONDENCE

DS 3/26/25  
25-076

March 12, 2025

8.1

**TO:** The Honorable Board of Police Commissioners

**FROM:** Chief of Police

**SUBJECT:** RESPONSE TO THE TRANSPORTATION COMMITTEE'S REQUEST  
REGARDING BUS DRIVER SAFETY FOR THE DOWNTOWN AREA  
SHORT HOP BUS SYSTEM

**RECOMMENDED ACTIONS**

1. That the Board of Police Commissioners (Board) REVIEW and APPROVE the attached Los Angeles Police Department's (LAPD) response to the Transportation Committee (Committee) relative to a plan of security services that it is able to implement and support the safe operations of Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH) services and layovers.
2. That the Board TRANSMIT this report to the City Council.

**DISCUSSION**

On October 2, 2024, the Committee considered an LADOT report, dated September 26, 2024, relative to an assessment of bus driver safety concerns, safeguards implemented, and recommendations to protect the City's contract bus drivers and the transit riding public. Attached is the response (Council File 24-0562), from the LAPD's Transit Services Bureau to the Committee relative to the collaboration with the LADOT for methods of ensuring the safety of DASH buses operators and ridership due to recent violent incidents against its drivers.

If you have questions regarding this matter, please contact Deputy Chief Donald R. Graham, Jr., Commanding Officer, Transit Services Bureau, at (213) 922-3614.

Respectfully,

  
JIM McDONNELL  
Chief of Police

BOARD OF  
POLICE COMMISSIONERS  
Approved *March 25, 2025*  
Secretary *Rebecca Munoz*

Attachments

## FACT SHEET

### **RESPONSE TO THE TRANSPORTATION COMMITTEE'S REQUEST REGARDING BUS DRIVER SAFETY FOR THE DOWNTOWN AREA SHORT HOP BUS SYSTEM**

March 6, 2025

#### **Background**

The Los Angeles City Council Transportation Committee (Committee) requested that the Los Angeles Police Department's (LAPD) Transit Services Bureau (TSB) provide a report (Council File 24-0562) on its collaboration with the Los Angeles Department of Transportation (LADOT) to enhance driver and public safety for Downtown Area Short Hop (DASH) buses. This request stemmed from recent violent incidents involving assaults on DASH bus operators and the need for safety measures, training, and guidance to protect both drivers and the public.

Over the past year, there have been several unprovoked violent assaults on DASH bus operators, two of which gained media attention. In May 2024, a DASH operator was physically assaulted by an unhoused woman following an argument, resulting in minor injuries for both individuals. The LAPD responded after the incident was reported, but the suspect had fled the scene. A more serious event occurred on November 26, 2024, when a male—identified as the father of a DASH operator's child—followed the female DASH driver while armed with a firearm. LAPD officers attempted to stop the suspect, leading to a vehicle pursuit that ended in an officer-involved shooting. The suspect fired at officers before being fatally shot. This incident was captured by news media helicopters. Fortunately, the DASH operator was unharmed, as she had alerted DASH personnel, who then contacted LAPD dispatch.

Last year, LADOT management began discussions with LAPD's TSB on reinstating a previously expired Memorandum of Agreement (MOA). From 2016 to 2021, this MOA successfully deployed overtime LAPD officers on DASH buses in full police uniform, enhancing safety while also providing services to unhoused individuals near DASH layovers. During this period, both DASH operators and the public felt safer due to the visible presence of officers, and unhoused individuals received mental health and housing support.

The LADOT management, DASH unions, and LAPD's TSB have held productive meetings to develop a new MOA, which is expected to include the following key initiatives:

- **Strategic Deployment:** Weekly planning for the deployment of overtime uniformed officers and specialized units in full police uniform to enhance safety on DASH buses and layover sites. Officers will consider operators' and riders' concerns regarding crime and quality-of-life issues. A similar reporting system to LA Metro's Customer Comment Analysis and Tracking System may be implemented for DASH riders.
- **Crime Prevention and Enforcement:** Weekly crime data sharing between LADOT and LAPD to guide targeted enforcement efforts. The LADOT will provide weekly crime data to the LAPD, who will report crime statistics and arrests back as needed. A potential adaptation of LA Metro's Transit Access Pass (TAP) inspections may be considered for DASH buses to improve security and ensure fare compliance. One method currently utilized by LAPD's Transit Services Division (TSD) is to deploy overtime LAPD

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### **RESPONSE TO THE TRANSPORTATION COMMITTEE'S REQUEST REGARDING BUS DRIVER SAFETY FOR THE DOWNTOWN AREA SHORT HOP BUS SYSTEM**

March 6, 2025

uniformed officers to provide police services on LA Metro buses, trains, and platforms. The LAPD officers proactively conduct random Transit Access Pass (TAP) cards on the LA Metro trains. These TAP card inspections have resulted in 753,531 inspections and 827 arrests for Part I crimes last year.

- **Operator Training:** LAPD will provide in-person and video training for DASH operators on penal codes, vehicle codes, and relevant laws. This training will cover when to refuse service, conduct private person's arrests, and contact dispatch or 911. Additionally, de-escalation techniques and physical safety measures, such as using protective barriers, will be included.
- **Physical Safety Measures:** LAPD will train DASH bus operators on using improved protective barriers to safeguard themselves and passengers from aggressive riders. Operators will also learn how to contact dispatch or dial 911 in emergencies.
- **Code of Conduct Implementation:** Collaborating with LADOT to establish and disseminate a Code of Conduct for DASH buses and layover sites via the LADOT website and social media. This will set clear expectations for both operators and the public.
- **Specialized Enforcement Units:** Deploying LAPD units in partnership with Los Angeles County Mental Health personnel and the Mayor's Office of Community Safety's Crisis and Incident Response through Community-Led Engagement (CIRCLE) program. These teams will provide assistance to unhoused individuals regarding mental health, housing, and substance abuse. LAPD's Homeless Outreach and Proactive Engagement (HOPE) unit, which completed 201 encampment cleanups in 2024, may also be utilized at DASH layover sites.
- **Civilian Security Partnerships:** Exploring potential LADOT contracts with civilian security organizations to enhance safety at DASH layover locations.
- **Joint Dispatching System:** Considering a partnership with LA Metro and LADOT to co-finance LAPD Communications Division Radio Telephone Operators on an overtime basis, ensuring a dedicated radio dispatch system for DASH bus security.

### Conclusion

It is with great confidence that the LAPD would like to share the significant progress in which the LADOT and LAPD have been communicating strategies and ideas which have been successful in the past and present to ensure the most pragmatic public safety measures to ensure the welfare for DASH bus operators, ridership, the public, and LAPD officers who participate to protect those relative to DASH buses and layover sites in pertinent meetings for the in-progress MOA between the LADOT and LAPD. The recent contracts with the LA Metro to hire overtime

## **FACT SHEET**

### **RESPONSE TO THE TRANSPORTATION COMMITTEE'S REQUEST REGARDING BUS DRIVER SAFETY FOR THE DOWNTOWN AREA SHORT HOP BUS SYSTEM**

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LAPD uniformed and specialized unit officers to provide public safety on the LA Metro's buses, trains, and platforms and the annual renewals of this contract are a testament to the success of the LAPD's collaboration with LA Metro to reduce violent crime and the sense of public safety at the LA Metro's conveyances and sites, reducing Part 1 crimes (crimes which include violent incidents, such as homicides, aggravated assaults, etc.) by 20% in the year 2024, compared to 2023. Although the future deployment of LAPD overtime uniformed and specialized unit personnel for the DASH buses and layover sites will not be nearly as large as the vast amount that are hired daily for LA Metro's buses, trains, and platforms, the motivation and dedication proven by the LAPD and its partnerships with LA Metro and many other agencies have proven that the LAPD will be successful in the current developing MOA with the LADOT to protect the DASH bus operators, ridership, and the public.

Prepared by:  
Donald R. Graham, Jr., Deputy Chief  
Commanding Officer  
Transit Services Bureau

TRANSPORTATION COMMITTEE REPORT relative to an assessment of bus driver safety concerns, safeguards implemented, and recommendations to protect the City's contract bus drivers and the transit riding public.

Recommendations for Council action:

1. FIND that, pursuant to Los Angeles City Charter Section 371(e)(5), executing contracts to install protective driver barriers on Los Angeles Department of Transportation (LADOT) DASH buses to be of urgent necessity to preserve the lives and safety of bus drivers due to the recent increases in assault on DASH buses, and that obtaining competitive proposals or bids would not be reasonably practical and compatible with the City's interests.
2. AUTHORIZE the General Manager, LADOT, to enter into sole-source contracts with Power Manufacturing, AROW Global Corp., and Vapor Bus International, for the installation of protective barriers on all active DASH buses, subject to City Attorney approval as to form and legality.
3. AUTHORIZE the LADOT to transfer a total of \$3,669,000 within the Proposition A Fund No. 385, to fund the safety initiatives that LADOT has identified in response to Motion (Hutt – Park), attached to the Council file, as follows:
  - a. Transfer from Account No. 94AA40, Transit Facility State of Good Repair – \$2,250,442; and from Account No. 94A431, Transit Operations – \$1,418,558; to a new Account, “Bus Driver Safety Risk Mitigation.”
4. DIRECT the Los Angeles Police Department to report on a plan of security services that they are able to implement to support safe operation of LADOT DASH services and layovers.
5. AUTHORIZE the LADOT to make any technical corrections or clarifications, as necessary, to the above instructions.

Fiscal Impact Statement: The LADOT reports that there is no impact to the General Fund. The LADOT will front fund the estimated \$3,669,000 costs for capital, equipment, and IT by Proposition A Fund 385 in a new appropriation account: Bus Driver Safety Risk Mitigation. The LADOT will front fund any costs for contract security services by Proposition A Fund 385, appropriation account: Transit Bus Security Services. The LADOT will seek reimbursement for the capital, equipment, and IT services from existing grants in FTA Section 5307 funds that are set aside for transit safety and security. The LADOT will seek reimbursement for the contract security services by use of Metro's 5 percent of Proposition C formula funds that are set aside for transit security. Neither the City Administrative Office nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: Yes

For:  
Studio City Neighborhood Council

**(Public Safety Committee waived consideration of the above matter.)**

Summary:

On October 2, 2024, your Transportation Committee considered a LADOT report, dated September 26, 2024, relative to an assessment of bus driver safety concerns, safeguards implemented, and recommendations to protect the City’s contract bus drivers and the transit riding public. According to the Report, transit agencies across the country experienced declining ridership during the COVID-19 pandemic, leading to the escalation of the quantity, type, and severity of violent assaults on transit operators over the last few years. This concerning trend has continued, despite increasing ridership and continues to put drivers and the riding public at risk. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the LADOT report, as amended. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

COUNCILMEMBER	VOTE
HUTT:	YES
PARK:	YES
HERNANDEZ:	ABSENT
DE LEON:	ABSENT
RAMAN:	YES

RM  
10/02/24

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**