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East-West Gateway Council of Governments  
Board of Directors  
1 Memorial Drive, Unit 1600  
St. Louis, MO 63102

Dear Board of Directors:

Attached is a detailed memo from Metro's GM of Field Security, Kevin Scott. This memo is to address several questions posed in our meeting of March 31, 2021, specifically, questions from Hon. T Brinker. Additionally, we are available for a presentation or further questions at the upcoming EWG meeting on April 28.

As reflected in Mr. Scott's memo, we are moving forward in a comprehensive renovation of our security approach. This has resulted in detailed coordination of police and security assets in a way that is increasing the safety of the system. Evidence of this is reflected in the third party review process conducted through EWG in which we have consistently shown discernable progress with each evaluation. Also, our analysis of overall crime statistics are trending in a positive direction.

However, I am compelled to add that even with the best designed system, we cannot prevent all incidents. Therefore, it is critically important that when we are faced with particularly challenging events we circle back to our plan and consider the level of execution. In this regard, evidence of progress is clear.

I encourage any hard questions or requests for information. My team's approach and coordination is something we should be proud of. In fact, several policy makers have directly seen the performance of our new approach in a comprehensive tour of our security system. I urge any board member to take this tour or speak with a colleague who has taken the tour.

Let me just close by welcoming further discussion and recognizing that there is more work to do and more progress to make. I appreciate your interest and help in creating a safe system that serves our region.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Taulby Roach", written over a large, stylized blue scribble.

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The Federal Law (Compact) establishes certain parameters in allowing Bi-State Development to operate Metro Transit. As a result, deadly force capability has been placed in the hands of law enforcement. Our Security personnel, both contract and internal are all licensed as unarmed security guards through the proper licensing authorities to include the tools they are permitted to carry. We have defined the roles and responsibilities for our security staff, to include visibility and fluidity on our system, Code of Conduct compliance, nuisance behavior mitigation, and the enhancement of customer engagement/ridership experience. We have bolstered armed law enforcement presence to compliment and support our security elements.

To expound, the MetroLink System is policed on a daily basis by law enforcement officers assigned to the Regional MetroLink Police Task Force, which is a collaborative to include the St. Louis County Police Department, St. Clair County Sheriff's Department, and the St. Louis Metropolitan Police Department. The officers serving in the Task Force are full-time and total 70. To complement the Task Force officers and to provide additional support to security personnel, our Public Safety Field Leadership team built an availability pool of off-duty (secondary) law enforcement officers which now sits at approximately 107. Under our secondary program we currently have Memorandums of Understanding (MOUs) with the St. Clair County Sheriff's Department, St. Louis Metropolitan Police Department, and the City of St. Louis Sheriff's Department. In addition, we currently have a Secondary MOU under review by the St. Louis County Police Department's legal team and a Secondary MOU with the City of Normandy, MO which passed review by the BSD Security Sub-Committee on 4/8/21 and will move forward to the full Board for final approval.

Comments relating to continuing to increase relationships with police departments relative to the level of deadly force speaks directly to the Compact's specificity about guns only being possessed on the system by law enforcement personnel. The increased relationships describes BSD's efforts to enter into off-duty (secondary) police officer agreements. Remember that officers who establish the secondary pool do not all work at the same time; this is an availability pool. Our Field Security Leadership, through trends and data have prioritized locations and times on a daily basis where the added deployment of secondary law enforcement is needed. As officers participating in our secondary program are off-duty, the availability pool has to be large. We have always articulated that more municipal law enforcement participation will be sought. Our Normandy, MO agreement is a perfect example.

Since March of 2018, the Metro Transit Public Safety Structure was thoroughly reviewed by WSP, USA, in conjunction with our three primary law enforcement partners and regional stakeholders. This effort resulted in a comprehensive reconstruction of Metro Transit Public Safety. Our roles and responsibilities are now clearly defined to eliminate mission creep. Our law enforcement agreements are firmly intact and our security deployments have and continue to create visibility and fluidity on the system. We have a zoned deployment format to include two layers of security, as well as law enforcement presence. The

WSP assessment and our deployment strategy with security (Zoned and Rotating) are sound and have made an impact. A system review is ongoing on a daily basis; we are always making adjustments in response to events or other intelligence information. We coordinate with our law enforcement partners on a daily basis. At the end of the day, enhanced law enforcement presence on the system provides overall security force protection and is absolutely needed. Our priority is and has been adding law enforcement visibility. This priority has not changed and speaks directly to our secondary pool efforts.

I was a full-time law enforcement officer in the State of Missouri for 27 years and still maintain my Class-A Peace Officer's License (my overall LEO experience spans 30 years). For 5 of my 27 years, I was a Law Enforcement User of Force Trainer and Department Armorer. Due to time constraints at the meeting, complex issues are difficult to traverse and are often confusing to people outside of the industry. I believe I was attempting to describe the state of deployed firearms when we arrived, which can also be confirmed through some of the WSP findings and Peer Organizational Review.

In addition to the Federal Compact issues, internally within the Metro Transit Public Safety Officer Team, personally owned firearms were being carried with no accountability for maintenance by a certified armorer or the age and overall condition of the ammunition be carried in those firearms. The same concerns held true for the Securitas contract security personnel at the time. We actually found firearms that were deployed and not in satisfactory working condition.

The deployment of firearms constitutes deadly force capability which has to conform to strict standards to include continual training, weapons maintenance and the condition and type of ammunition.

In my opinion, coming in from the outside after a professional law enforcement career, the review conducted by WSP was money well spent by the region. The assessment confirmed a complete breakdown of safety and security on MetroLink, confirmed that no comprehensive public safety strategy existed, and identified a complete misunderstanding of roles and responsibilities and relationship denigration between Metro Transit and Law Enforcement elements. The outcome of the assessment yielded 99 recommendations for the reconstruct of a holistic and comprehensive program. The very process placed the needed collaborative partners around the table and was the true conduit to a reinvented program that addressed many operational shortfalls.

I say this to reemphasize the importance of regional partnerships and a consolidated vision for the transit system's success. Our team has worked exhaustively to ensure complete realization of the aforementioned recommendations and a one team transit authority built through multi-organizational collaboration. Our team would again like to extend a personal invitation to anyone wanting to truly learn more about this endeavor, to include a review of all WSP Deliverables not classified as security sensitive, as well as a review of a mental health proposal that we hope to solidify with regional support in the near future. Most people have never actually read the assessment documents or understand the progression of the reconstruction of our safety and security program. We would like to spend time with individuals or small group interest and share this information, as well as placing you on MetroLink with security leadership to learn about zoned rotational deployments and the technological patrol accountability system put in place.

Thus far we have hosted 25 individuals to include political and corporate leadership participation, as well as an additional group of citizens totaling 25, in partnership with Citizens for Modern Transit.