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A resolution by Supervisors Sebring and Logsdon, requesting and authorizing the study of creating a new classification of Transit Security Officer in the Office of the Sheriff, to improve security throughout the Milwaukee County Transit System, by recommending adoption of the following:

**AN ENGROSSED RESOLUTION**

WHEREAS, a 2017 audit of the Milwaukee County Transit System (MCTS) by SRF Consulting, commissioned by the Wisconsin Department of Transportation, found MCTS to be “an efficient transit system with dedicated employees...”; and

WHEREAS, MCTS bus drivers provide exemplary service to the community, as evidenced by national and international news coverage of their life-saving acts and other good deeds; and

WHEREAS, Milwaukee County (the County) wishes to maintain the reputation its drivers bring, along with their quality provision of transit service for residents and County guests; and

WHEREAS, on November 19, 2018, as reported by the local media, three assailants assaulted a MCTS bus driver, which adversely impacts the safe environment for drivers and passengers, which is sought for the bus system; and

WHEREAS, during testimony on File No. 18-547, policymakers learned MCTS loses approximately \$337,000 per year from fare evasion, and debated the MCTS policy and bus driver preference to not confront fare evaders beyond asking once to pay the required fare; and

WHEREAS, at the cost of approximately \$1.5 million annually, MCTS’ current contract with a private security firm yields 1,360 hours of service per week, providing a visual security presence on buses, intersection checks with bus drivers verifying security status, and fare enforcement, but security officers lack the legal authority a sworn officer possesses; and

WHEREAS, due to higher priority calls, the Milwaukee Police Department and the Milwaukee County Sheriff’s Office (MCSO) typically do not prioritize responses for fare evasion and minor incidents, despite these issues adversely impacting the experience of drivers and riders; and

WHEREAS, MCTS may benefit from the presence of sworn law enforcement officers who are held in higher regard by the public, and possess more authority to respond more effectively to those disruptive to bus operations; and

45 WHEREAS, numerous transit systems within and outside the United States  
46 employ variations of transit police for security purposes, and it may be in the best  
47 interest of the County and MCTS to create a new classification of Transit Security  
48 Officer under the direction of the MCSO, and to reallocate the monies presently spent  
49 per year on private security; and

50  
51 WHEREAS, the Committee on Transportation, Public Works, and Transit, at its  
52 meeting of January 23, 2019, recommended adoption of File No. 19-135 (vote 5-0);  
53 now, therefore,

54  
55 BE IT RESOLVED, staff from the Department of Human Resources, working in  
56 conjunction with Milwaukee County Transit System (MCTS) officials, the Office of the  
57 Sheriff, the Department of Administrative Services, the Office of the Comptroller, and  
58 others who may inform the conversation, led by the Office of the Sheriff, shall study the  
59 feasibility of:

- 60
- 61 • ~~How Milwaukee County (the County) the Office of the Sheriff might create a~~  
62 ~~separate classification of officer to serve as transit security, overseen by the~~  
63 ~~Sheriff's Department, with the power to make lawful arrests, and issue citations~~  
64 ~~for disorderly conduct, fare evasion, and other acts detrimental to the experience~~  
65 ~~of MCTS drivers and users~~ full law enforcement authority  
66
  - 67 • Including sources of continual funding including, but not limited to, State and  
68 Federal law enforcement grants

69  
70 ; and

71  
72 BE IT FURTHER RESOLVED, the group shall furnish a report to the Milwaukee  
73 County Board of Supervisors no later than the May 2019, meeting cycle regarding the  
74 feasibility of ~~establishing a classification of Transit Security Officer within the County~~  
75 ~~Sheriff's Office, that could assume~~ ing full law enforcement authority over the transit  
76 security duties and responsibilities currently provided to MCTS by a private vendor, and  
77 the possibility of State and Federal grants for continual funding.

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81 02/07/19  
82 s:\county board files\county board 2019\engrossed resolutions & ordinances\february 7\19-135 transit security officer  
83 study sebring.docx