

# MTPD Summary

## Comment and Question Response

### 1. Reallocate MTPD funding to support additional community needs like social work, housing

A. Police and other Metropolitan Council funds pay for HAT and new HRA voucher dedicated to people using transit as shelter. To date, 105 persons have found shelter as a result of the HAT / HRA partnership. The total annual value of HAT and HRA resources exceeds \$2.5 M per year.

### 2. Armed officers should not be writing citations (civilian response team)

A. State law needs to be changed to allow non-sworn personnel to write citations. Legislation for administrative citations which could be issued by non-sworn personnel was initiated by MetroTransit in 2019 and was the top policy priority for the Council during the 2020 session. In addition, the MTPD Professional Standards and Training Unit are adding a class in the academy to instruct on working with people who are experiencing unsheltered homelessness.

### 3. Alternative options for Text for Safety responses; do armed police need to respond to issues with others who exhibit mental health needs or are there other options at the council we can utilize? (civilian response team)

A. The HAT goes to through a training that provides and assist on unsheltered homeless as well as Crisis Intervention Training (CIT). All officers receive training regarding individuals experiencing mental crisis; 45 are fully certified as CIT officers by the National Alliance on Mental Illness (NAMI). We are currently considering other possible formal MTPD partnerships with mental health professionals.

### 4. How are police assigned to routes?

A. Officers bid for shifts that are divided by place and time of day. Patrols are focused on routes that have received the most calls. Responsibilities include providing police coverage to over 900 miles of transit routes, over 600 buses, 125 rail cars, rail platforms, bus transit stations, and all other transit properties. Considering that there are 6 patrol shifts per week and the MTPD has 128 full-time officers, there are 23 officers per shift. However, that number is inclusive of officers, supervisors, and command staff who are not 9-1-1 responders – such as those assigned to units such as investigations or backgrounds.

### 5. Consider an external review partner to complete MTPT review

A. The Metropolitan Council is contracting Citizens League of MN. The Citizens League will conduct an expansive three to six month public engagement process to inform our MTPD and Council policymakers. The results of the will be available once completed. The MTPD is also proactively assessing key policies.

**6. MTPD review should practice openness, public and internal involvement, timely and ongoing communication of outcomes and actions.**

A. Public engagement will be a significant part of the MTPD review. In addition, Strategic Initiatives and MTPD are partnering in developing a dashboard of MTPD metrics that will be available to the public once completed.

**7. Traffic stops have a long, well-recorded history of discrimination. Traffic stops tend to give officers discretion in terms of when and how they enforce traffic policies. Discretion almost inevitably leads to discrimination and, in extreme cases, brutality. I think MTPD needs to be aware of this legacy and proactive in working against it.**

A. MTPD is aware of these issues and are actively working to prevent discriminatory police engagement with the public, including emphasis on procedural justice through regular training. It should be noted that MTPD officers focus transit services on buses and trains, and not on traffic stops. Officers may conduct traffic stops if they see significant violation that occurs in their presence as mandated by state and federal law, but these should be in limited circumstances.

**8. Reevaluate mutual aid agreement with Minneapolis Police Department (MPD)**

A. MTPD works with other police department under MN State statute, 473.407.2. This is necessary because transit services do not have well precisely defined boundaries, so MTPD must share jurisdictions with municipal police departments. In addition, the handling of investigations and arrests requires that MTPD relationships are established with local law enforcement agencies. The initial processing of a person arrested by the transit police for an offense within the agency's jurisdiction is the responsibility of the transit police unless otherwise directed by the law enforcement agency with primary jurisdiction. A subsequent investigation is the responsibility of the law enforcement agency of the jurisdiction in which the crime was committed unless the law enforcement agency authorizes the transit police to assume the subsequent investigation. At the request of the primary jurisdiction, the transit police may assist in a subsequent investigation being carried out by the primary jurisdiction. Persons arrested for violations which the transit police determine are not within the agency's jurisdiction must be referred to the appropriate local law enforcement agency for further investigation or disposition.

**9. What do we criminalize and why?**

A. MTPD follows Federal and MN State Statutes that determine what a crime is and establish other requirements for enforcement. This is why legislation is required to decriminalize fare evasion.

**10. Reevaluate our mission as an agency, what our values are, how and what we communicate, when do we stand for what's right.**

A. The chief is working on his values and vision to make sure they are closely aligned to the 21<sup>st</sup> Century Policing model.

**11. Review uniforms – currently look very similar to Minneapolis Police Department (MPD)**

A. MTPD does not have similar uniform as MPD. MTPD officers wear navy blue uniform shirts and navy blue pants. MPD wears light-blue shirts and navy blue pants. When appropriate, officers are permitted to wear a more casual polo-style shirt.

**12. Ban choke holds**

A. In June, the MTPD banned so-called “chokeholds” in the Use of Force Policy 300.3.4, except in deadly-force situations.

**13. What is MTPD’s current relationship with Mad Dads? Can that or other contracts with community organizations be used to positively change the transit customer experience for people of color experiencing discrimination, harassment or microaggressions from other customers, MT or MTPD employees?**

A. MTPD had a contractual relationship with MADDADS and St. Paul City Ambassadors for years. MTPD is also partners with other community groups who assist in addressing the needs of youth and young adults, including {YouthLink, StreetWorks, A Mothers Love, and St. Paul Youth Services}. In addition, MTPD engages in community relationship activities such as back to school shopping, fishing with kids, and National Night Out.

**14. Suspend use of Paid Administrative Leave for MTPD officers under investigation.**

A. This is part of the Union collective bargaining agreement. Most of the Metro Transit personnel under labor contracts receive administrative paid leave until the outcome of an investigation to provide due process accommodations.

**15. Withhold Pensions and don’t hire officers involved in excessive force.**

A. MTPD goes through deep background on people they hire. We have our own background unit that is assigned to these reviews. Rules surrounding pension payment are governed by state policy.

**16. Cap overtime accrual and overtime pay for military exercise.**

A. MTPD does not provide these types of training.

**17. Withdraw MTPD participation in police militarization programs.**

A. MTPD does not have these programs or provide this training.

**18. Improve relationships between MTPD and MT staff. How can we better understand and work with one another**

A. A positive and supportive relationship between MTPD and MT staff is critical and work is being done to improve these relationships, including but not limited to the Coffee with Drivers program, more regular MTPD



meetings with operators at different garages, and more deliberate MTPD check-ins with operators while providing service.

**Q-19. Are high policing costs hindering our ability to expand essential service?**

A. Safety is an essential service and is one of the highest priorities reported by our customers. See also Q-4.