



Metro Vancouver
Transit Police

Annual Statistical Report

2009 - 2013



text **CRIME** ANALYSIS
predictive engagement
INTELLIGENCE
HOTSPOTS respect
INTEGRITY **PROMOTING**
teamwork ACCOUNTABILITY COMMUNITY
SAFETY
TRUST professionalism
partnerships





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Executive Summary

Metro Vancouver Transit Police places considerable emphasis on being a transparent and accountable organization. Our website www.transitpolice.ca provides clear insight into the organization's governance, policies and day-to-day operations.

In 2012, we published a Five Year Trend Report that detailed statistical information around our performance and finances. Moving forward, Transit Police has committed to publishing a similar document annually. The following document is intended to complement the [2013 Report to the Community](#) that speaks to the more qualitative aspects of how Transit Police performed last year.

The report shows that since 2009, transit ridership has risen by 13 percent, outstripping the percentage increase in the provincial population by over three times.

Perception of personal safety on and around the transit system continues to be very high.

It is challenging to provide statistical information on a transient population that can readily be compared with that of a residential community. This report uses, where possible, rates per 100,000 boarded passengers as a metric when considering crime on the transit system, to provide a similar but not directly comparable reference point.

The majority of Transit Police patrolling is undertaken on foot and on transit vehicles. This intensely proactive and highly visible style of policing positively impacts fear of crime and reduces crimes of opportunity. Transit Police clearance rates of reported crimes are consistently higher than the provincial average. This means that victims have a higher than average likelihood of seeing an offender held accountable for their actions when crime on the transit system is reported to Transit Police.

The results of the *See Something, Say Something* campaign launched in 2013 are positive. With a specific focus on reporting of offences against the person, this initiative, together with the launch of a new SMS Text message reporting system, has produced an increase in reported crime and associated calls for service.

Note, the data in this report comes from local, provincial and national sources. In some cases, the most up-to-date information available is for 2013.

1 Passengers & Their Perceptions

1.1 Boarded Passengers

In 2013, TransLink recorded more than 350 million boarded passengers. While slightly lower than 2012 ridership, this represents a 13 percent passenger increase from 2009. By comparison, the Ministry of Justice statistics indicate that between 2009 and 2012, the population of BC increased by just five percent¹.

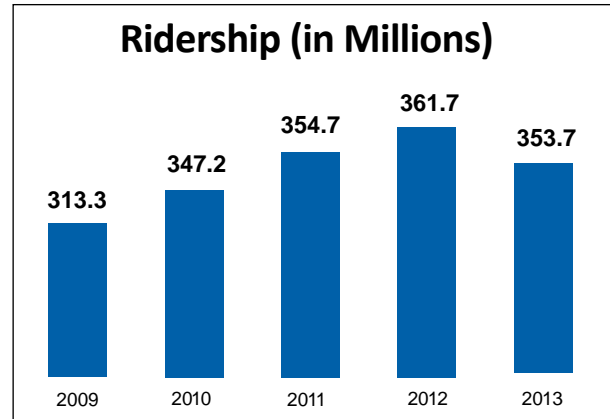


Figure 1–Transit Boarded Passengers 2009 - 2013

1.2 Cost Per Boarded Passenger

When considered as a “service” associated with the cost of a transit fare, the “service” provided to passengers by Transit Police accounts for approximately nine cents per boarded passenger. This rate has remained stable since 2009.

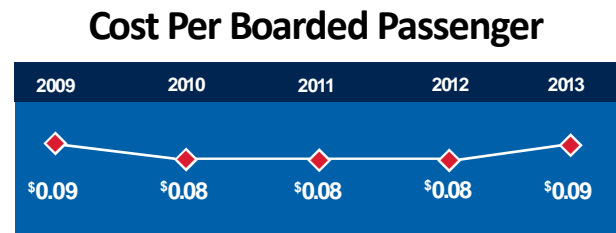


Figure 2–Policing Cost Per Boarded Passenger 2009 - 2013

1.3 Public Perception of Safety & Security

Over the past five years, transit users surveyed have consistently indicated they are feeling safer than before on all modes of transit. This includes SeaBus, all trains, all train stations, on board buses, at bus stops and exchanges.

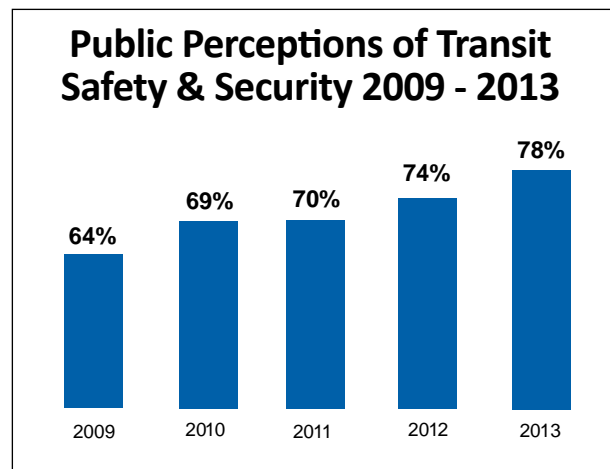


Figure 3–Public Perception of Transit Safety & Security 2008 - 2013

¹ Populations statistics do not take into account the impact of visitors to the region.



1.4 Professional Standards

For 2013/2014, the rate of complaints per Transit Police member was 0.3. This is a 28 percent decrease from the previous year. Transit Police complaints in 2013/2014 were 18 percent lower than the four year average.

When compared to municipal police in the province, Transit Police average rate of complaints per police member in 2012 dropped by nine percent. Transit Police ranks nine of 12 among municipal police in British Columbia for complaints per member (2013/2014). This is 25 percent below the 2013/2014 average. When compared to the municipal police average since 2010, Transit Police ranks nine of 12 and is 14 percent below the average¹.

Yearly Comparison of Police Complaints

Municipality	2013/2014	Average (from 2010)	Authorized Strength	Complaints/ member 2013/2014
Nelson	12	10	17	0.7
Victoria	133	138	243	0.5
Port Moody	27	25	50	0.5
Abbotsford	105	99	217	0.5
New Westminster	48	54	108	0.4
West Vancouver	33	40	81	0.4
Vancouver	537	556	1327	0.4
Saanich	54	58	154	0.4
Transit Police	52	63	167	0.3
Delta	46	68	170	0.3
Central Saanich	6	8	23	0.3
Oak Bay	5	7	23	0.2
Total	1058	94	215	0.4

Figure 4—Yearly Comparison of Police Complaints by Department

¹ Table shows yearly comparison by department since amendments were made to the Police Act and does not include St'at'imx or the Combined Forces Special Enforcement Unit (CFSEU).

Section 2: Crime

Transit Police place great emphasis on encouraging the reporting of crime and suspicious activity. In 2013/14, this has been achieved through various methods, including focused marketing and media campaigns: *See Something Say Something*, *Project Global Guardian* (an international sexual offending awareness campaign) and development of SMS Texting and an OnDuty App for iPhone and Android mobile devices.

The success of these initiatives has played a significant role in building public confidence that Transit Police are committed to vigorously investigating all allegations and have impacted the reporting of crimes against the person. The willingness of the public to report incidents is vital to the ability of police to understand the dynamics of crime and disorder, and to deploy resources pro-actively rather than reactively. Reports of crime play a significant role in assisting Transit Police to better understand how to enhance the security of the transit environment. Transit Police are dedicated to developing an intelligence guided policing model that ensures efficient and effective police service delivery.

2.1 Crime Rate Comparison

The rates of crime reported in the table below are calculated based on the number of reported crimes divided by 100,000 boarded passengers.

In 2013, crimes against the person increased by 15 percent from 2012 but were two percent lower than the six year average. Crimes against property in 2013 decreased by two percent from 2012 but still five percent above the six year average. There were 12 percent fewer other criminal code violations in 2013 compared to 2012 which also translated into 14 percent fewer violations than the six year average.

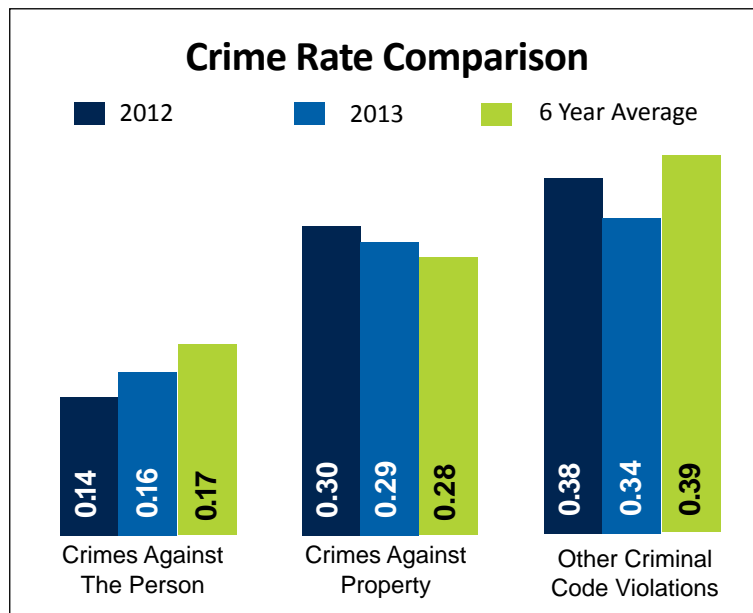


Figure 5–Crime Rate Comparison 2012 - 2013

2.2 Sexual Assaults

The following statistics include allegations investigated by Transit Police. As of October 2014, sex crimes¹ reported to Transit Police are 28 percent higher than the six year average. This increase is attributed to numerous campaigns intended to increase awareness and encourage reporting of sexual assault.

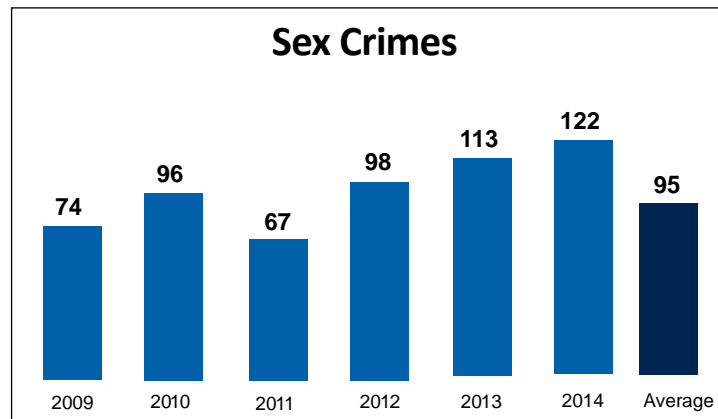


Figure 6—Allegations of Sex Crimes Investigated by Transit Police

2.3 Fare Infractions & Violations

Each year, approximately 1,080,000 fare checks occur through fare enforcement initiatives that are conducted by Transit Police and Transit Security. This is an average of 90,000 fare checks per month. The number of Fare Infraction Notices resulting from these checks is provided in the table below.

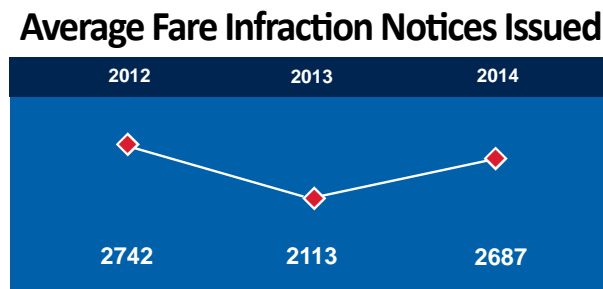


Figure 7—Average Fare Infraction Notices Issued/Month 2012 - 2014²

¹ Sex crimes include: Aggravated Sexual Assault, Sexual Assault with a Weapon or Cause of Bodily Harm, Sexual Assault, Sexual Interference, Invitation to Sexual Touching, Sexual Exploitation, Sexual Exploitation - Disability, Voyeurism, Criminal Harassment and Indecent Acts and Exposing.

² The Fare Infraction Program was launched in September 2012. 2014 fare infraction numbers apply from January to end of August.

2.4 Warrants and Breaches

Transit Police work in an unique and dynamic environment that enables proactive policing and extensive foot patrol. This model of policing enables Transit Police to be very effective at identifying persons with outstanding warrants and court imposed conditions.

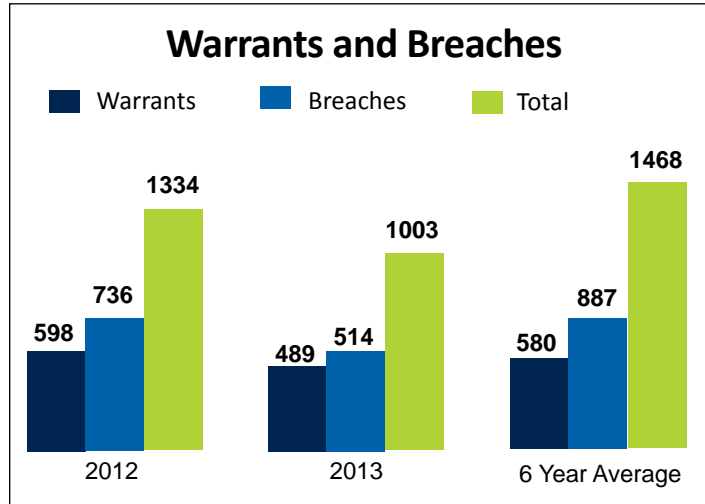


Figure 8–Warrants and Breaches

Section 3: Clearance Rate

3.1 Clearance Rate

Transit Police routinely demonstrate a high clearance¹ rate of its police files. The five year average shows Transit Police clearance rates to be 65 percent higher than the provincial average for police agencies.

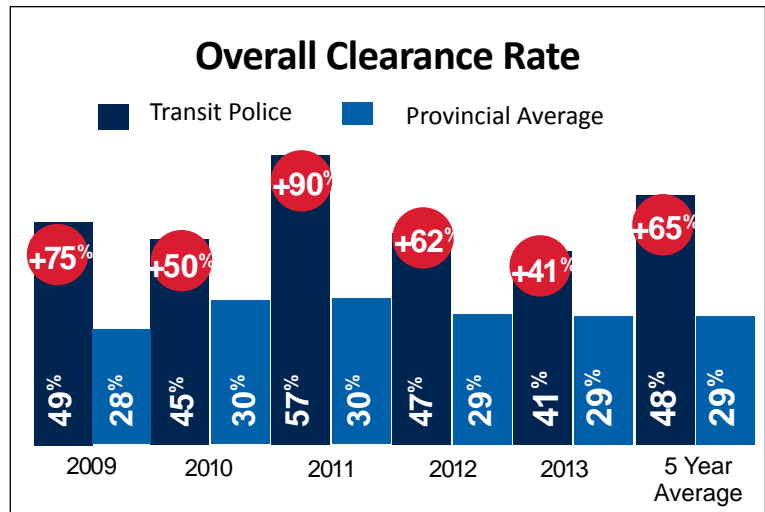


Figure 9–Overall Police Clearance Rate 2009 - 2013

¹ The clearance rate refers to the number of police files cleared or resolved. 2013 provincial figures are not available for comparison. 2013 provincial figures are based on historical trends.

Section 4: Priorities

A key objective for Transit Police is to ensure the safety and security of transit customers and the employees who serve them. In 2014, Chief Officer Neil Dubord identified four priorities to provide focus for staff in the delivery of that objective.

4.1 Reducing Instances of Sexual Assault

It is understood that more than half of Canadian women over the age of 16 have experienced unwanted sexual contact of some form, whether it be touching, fondling, rude comments or worse. It is believed that only about 10 percent of victims ever report those incidents to police. Mass transit systems across the world provide busy and sometimes crowded environments that offenders use to find potential victims.

Transit Police takes seriously all reports of sexual impropriety and vigorously investigates all allegations. During 2014, Transit Police embarked upon open discussions, an awareness campaign and the building of meaningful partnerships that are intended to encourage reporting of all such incidents that take place on the transit system. It is intended that by showing leadership and clear messaging directed at bystanders and most importantly predators, they will be discouraged from committing sexual offences on transit. Those that choose to commit sexual offences will be held accountable for their actions.



The See Something, Say Something campaign was launched in late 2013.

4.2 Responding Appropriately when Encountering People with Mental Health Issues

Transit Police have demonstrated the ability to provide effective service to persons with mental illness on the transit system. In declaring mental illness as a priority initiative in 2014 and beyond, Transit Police remains committed to continued improvement in our practice of beneficial intervention to persons with mental illness.

Transit Police recognize engagement and dialogue as key tools for intervening with persons in crisis. Transit Police also recognize the principles of de-escalation, proportionality of action and compassion. To this end, Transit Police will be enhancing its service delivery to people with mental health issues through further education, training and partnerships.

4.3 Reducing Violence in the Workplace - Assaults

When a transit operator is assaulted or distracted, a serious accident may be the result. Many lives depend on the driver of a bus being able to perform his/her duties safely. An assault of a transit operator has the potential to impact the passengers, as well as other motorists and pedestrians on a busy city street.

Everyone has the right to a safe work environment; transit operators must be able to navigate their routes without harassment, for their own safety and that of the public. All instances of assault are taken seriously and investigated thoroughly by Transit Police.

During 2014, Transit Police led an awareness campaign that declared its commitment to bring such offenders to justice. The Chief Officer has also presented to the Senate Legal and Constitutional Affairs Committee regarding his support to a proposed amendment to the Criminal Code of Canada in relation to assaults against public transit operators.



The Don't Touch the Operator campaign was launched in March 2014.

4.4 Managing Special Events

The ability for a mass transit system to play a pivotal role in the safe and efficient delivery of spectators and participants to large scale public events successfully was demonstrated during the 2010 Winter Olympic Games. While such momentous events rarely come to the region, we regularly see events that bring 50,000 to 350,000 into downtown Vancouver.

The ability of the transit system to routinely cope with the volume and concentration of such crowds is testament to the planning and coordination that takes place prior to and during these events. Transit Police works diligently and collaboratively in the planning of all such events and deploys with partner police organizations to reduce risks to crowds from misuse of alcohol or more serious offenses. It is the concerted effort of Transit Police and commitment from these partners that help ensure the successful execution of these plans.

Transit Police has committed to strengthening its processes and relationships that further enhance capacity and professionalism in the managing of large public order events in the region.

Section 5: Financial Information

5.1 Salary Comparison

The salary for a Transit Police officer was six percent below the comparable¹ BC independent municipal police salary from 2011 to 2013 and four percent below the national average in 2013.

Police Salary Comparison 2011 - 2013

	1st Class Constable 2011	1st Class Constable 2012	1st Class Constable 2013	% Change 2011-2013
National Average Salary	\$81,171	\$81,840	\$84,147	4%
BC Independent Municipal Salary	\$86,004	\$86,004	\$86,004	0%
BC Independent Municipal Ranking ¹	8	19	36	
Transit Police Salary	\$80,748	\$80,748	\$80,748	0%
Transit Police Ranking ¹	49	52	61	

Figure 10—Police Salary Comparison 2011 - 2013

5.2 Cost Per Member

Transit Police had a one percent increase in cost per member from 2010 - 2012 whereas the average municipal police department had a 10 percent increase in cost per member. The following table reflects the total cost (including equipment, facilities, vehicles etc.) to get one Transit Police member on the road.

Transit Police Cost Per Member 2010 - 2013

Year	Actual Expenditures ²	Authorized Strength	Cost/member	% Change Cost/Member	% Change from 2010
2010	\$27,954,000	167	167,389		
2011	\$27,351,357	167	163,781	-2%	
2012	\$28,160,271	167	168,624	3%	1%
2013	\$29,537,671 ³	167	176,872	5%	6% ³

Figure 11—Transit Police Cost Per Member 2010 - 2013

¹ All Canadian police agencies with more than 50 sworn members were considered. In 2012 there were 85 police agencies and 83 in 2013.

² As reported in the Expenditures Survey Report to Police Services.

³ These numbers are preliminary. Police Services have not yet released 2013 figures. 2013 increase has excluded the incremental costs of new facilities at Sapperton to provide an accurate representation of cost increases. See 5.4 for more information.

5.3 Total Cost Per Member Comparison

Out of 12 municipal police in British Columbia, Transit Police are ranked¹ at 11 in terms of cost per member in 2012. The most recent provincial statistics available are from 2012.

Total Cost Per Member Comparison 2012

Municipality	Authorized Strength	Cost/capita	Cost/member	% Change 2010-2012
Port Moody	50	\$295	\$204,098	38%
New Westminster	108	\$316	\$200,723	6%
Delta	170	\$319	\$190,324	6%
Abbotsford	217	\$293	\$189,756	8%
Central Saanich	23	\$265	\$186,327	14%
Oak Bay	23	\$238	\$184,970	-2%
Vancouver	1,327	\$366	\$184,144	7%
Victoria	243	\$429	\$180,279	3%
Saanich	154	\$239	\$176,633	10%
Nelson City	17	\$301	\$173,926	26%
Transit Police	167		\$168,624	1%
West Vancouver	81	\$270	\$159,829	1%
Average²	219	\$303	184,637	10%

Figure 12–Cost Per Member Comparison 2012

¹ In 2011 there were 82 police services considered in the national average.

² The average does not include Transit Police statistics.

5.4 Expenditures

91 percent of all Transit Police expenditures are fixed (i.e. personnel, facilities and ECOMM/PRIME). The total net expenditures for 2013 was \$30,472,228. Staffing levels remained unchanged in 2013. Transit Police created efficiencies that resulted in a 1.9 percent savings overall on allocated budget for the year.

In 2013, Transit Police relocated its headquarters to Sapperton, along with the majority of the TransLink Enterprise. As a result, the costs allocated to Transit Police for the facility increased by 116 percent. It is unusual for a police service to include facility rental costs as these are often paid for by the local municipality.

Administrative costs rose by 26 percent (\$224,556) when compared with 2012. This increase is largely due to investment in information technology related to analytical tools that support our intelligence led operation, network storage and business software. These investments helped to mitigate the need to seek increases in staffing levels for 2013. Transit Police authorized strength remained at 167, unchanged since 2011.

2013 Fixed Costs



Figure 13—Fixed Costs

2013 Expenditures

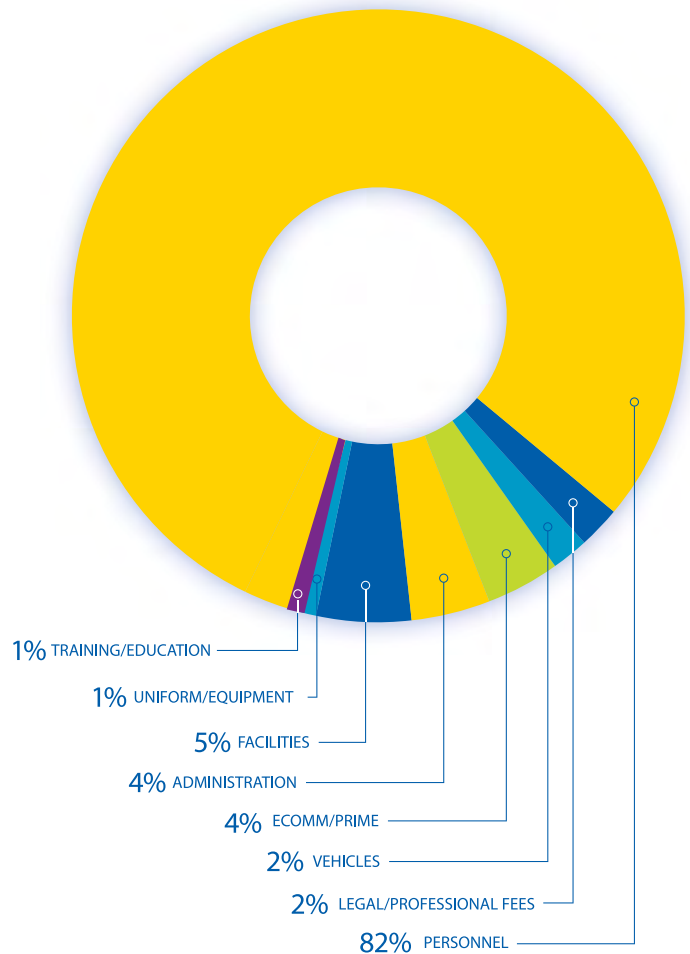


Figure 14—2013 Budget Expenditures

2013 Headcount

167 + **66**
sworn members + civilian staff

5.5 Expenditure Comparison

When incremental costs associated with the relocation to Sapperton are excluded, to allow for clear cost comparison, the **net** expenditures for 2013 after recoveries is \$29,515,113. This is a 4.9 percent increase.

Expenditure Comparison 2012 - 2013

Staffing Costs	2013	2012	% change
Salaries & Benefits**	24,931,276	23,902,519	4.3%
Uniform/Equipment	436,794	427,343	2.2%
Training/Education	327,406	291,327	12.4%
Total Staffing	25,695,476	24,621,189	4.4%
Operating Costs	2013	2012	% change
Vehicles	475,153	538,732	-11.8%
ECOMM/PRIME	1,140,555	1,078,941	5.7%
Facilities	1,639,003	759,565	115.8%
Administration*	1,087,790	863,234	26.0%
Legal & Professional Fees	564,598	508,146	11.1%
Total Operating	4,907,099	3,748,618	30.9%
All Recoveries	(130,347)	(231,395)	-43.7%
Net Expenditures	30,472,228	28,138,412	8.3%

Figure 15–Budget Comparison

* Includes IT and general office expenditures

** Includes secondment costs of the two Deputy Chief Officers (\$296,250 - 2012)

5.6 Overtime

In 2013, overtime¹ costs increased by 17 percent but remained slightly under budget. This is attributed to staff vacancies. In order to maintain operational effectiveness, some positions had to be backfilled. The overarching trend over the past four years has been downward². Through careful management of resources, even greater savings on the overtime budget are anticipated for 2014. The overtime budget has been reduced significantly since 2012.

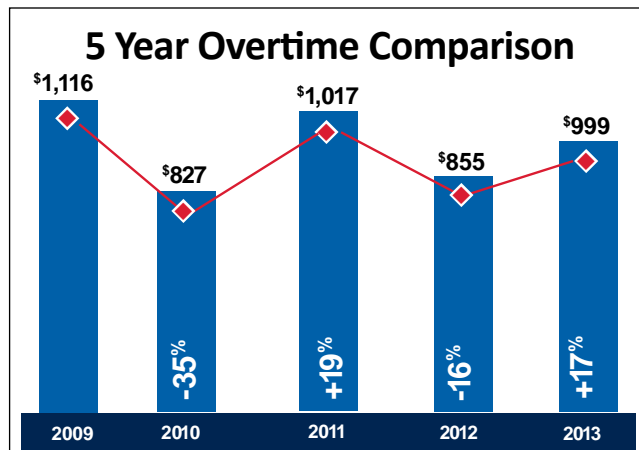


Figure 16–5 Year Overtime Comparison

¹ Transit Police overtime is represented by thousands.

² 2010 overtime figure was reduced by funding for Olympic Games.

Metro Vancouver Transit Police
welcomes your feedback.

If you would like to send us a comment please write to:

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