

Southern California Rapid Transit District

ANNUAL BUDGET

FISCAL YEAR 1992



SCRTD

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Southern California Rapid Transit District

**FISCAL YEAR 1992
ANNUAL BUDGET
Adopted on June 27, 1991**

**PREPARED BY
THE OFFICE OF MANAGEMENT AND BUDGET**

SIGNIFICANT CHANGES TO THE FISCAL YEAR 1992 PROPOSED BUDGET

On June 27, 1991, the Board of Directors adopted a balanced Fiscal Year 1992 Budget totaling \$654,913,000 in operating expenses and 8,557 position equivalents with the following changes to the Proposed Budget described in the General Manager's message:

- o Budget reductions are incorporated including:
 1. A delayed hiring plan that reduces non-contract labor costs.
 2. The reduction of expenditures in various non-labor accounts of several departments.
 3. The reduction of 39 positions, including 33 Bus Operator positions due to a reduction in the Bus Operator-to-Assignment ratio from 1.24 to 1.23.
 4. The reduction of seven positions in Transit Police since funding for the District 2 Task Force was discontinued by Los Angeles County.
- o Updated estimates of insurance reserves levels are incorporated which reduce operating costs.
- o 105 Transit Police positions are reinstated for Light Rail security.
- o 52 Transit Police positions are added to maintain the current enhanced level of bus security when Light Rail positions currently used on Bus are redeployed to Light Rail.
- o Five positions are added to Transit Systems Development for rail design review.
- o One position for Legal is reinstated to reduce legal fees, offset by a reduction in Professional and Technical Services.
- o In addition, revenues are adjusted as follows:
 1. A reduction of all \$12,000,000 in Proposition C revenue.
 2. The addition of \$8,900,000 in reprogrammed TDA dollars to retain 200,000 hours of bus service.
 3. The addition of \$4,360,000 in Proposition A funds to enhance bus security.
 4. The addition of \$6,266,000 in Proposition A funds to support the Transit Police Department's assumption of responsibility for Light Rail Security.
 5. The addition of \$4,500,000 in Benefit Assessment Investment Income.

Reports to the Board of Directors in which the changes from proposed to adopted budgets were discussed in greater detail are included in the Appendix.

Southern California Rapid Transit District
Fiscal Year 1992 Budget

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GENERAL MANAGER'S MESSAGE



(Revised June 13, 1991
Changes in **Bold**)

Alan F. Pegg
General Manager

June 3, 1991

The Honorable President and Members
Board of Directors
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

Dear President and Members:

I am pleased to present for your consideration the proposed Southern California Rapid Transit District (SCRTD) Operating Budget for Fiscal Year 1992. This budget focuses on the continuation of the current increased level of service for both bus and rail operations. The proposed budget includes \$656.1 million in expenses and \$642.9 million in revenue, leaving a \$13.2 million shortfall which needs to be addressed before a budget may be adopted. The proposed budget holds the growth in bus operating cost per service hour below the anticipated 5.1% growth in the Consumer Price Index (CPI).

The budget is presented as an executive summary. This is in response to Board member requests that the document be compiled to assist the Board with its review of the proposed budget. This summary will form the basis of discussion for subsequent meetings, including a special Board meeting on the budget to be held on June 20, 1991. To facilitate discussion, a detailed budget document with line item accounts for each department and mode will be distributed at that meeting. A balanced Fiscal Year 1992 Budget must be adopted by July 1, 1991.

The Executive Summary is divided into the following sections:

1. Background - describes the budget development process, assumptions used, and compares the Fiscal Year 1992 proposal to Fiscal Year 1991.
2. Budget Balancing Issues - discusses revenue and expenses in Fiscal Years 1991 and 1992, and considers budget balancing alternatives.
3. Budget Modules - identifies those elements and programs which are either newly proposed or are currently in place but portions of which are not included in the base budget. See Appendix A for module descriptions.
4. Tables and Graphs - a series of tables and graphs which summarize revenue, expense and personnel data.

In March, the Board of Directors adopted the Short Range Transit Plan (S RTP) which projected revenues of \$658.2 million and expenses of \$671.7 million, a deficit of \$13.5 million. The revenue estimates included a five-cent fare increase and assumed a bus service level of 7.285 million hours. After revenues were recalculated based on Board instruction to eliminate any fare adjustments, to account for differing service level assumptions and to include final funding marks, the estimated revenue is \$630.9 million, only 1.6% more than projected for this year. With combined costs growing at approximately 5.6%, and revenue growing at only 1.6%, a budget deficit is inevitable. This 4.0% difference equates to an approximate \$25.0 million shortfall. While bus costs are growing within the estimated 5.1% growth in CPI, rail costs are estimated to increase at nearly 18%, half of that is attributable to increased service.

The chart below details anticipated revenues. Assuming no Proposition C subsidies, revenues will increase only 1.6%. The budget shortfall is a direct result of lack of additional revenues.

	<u>FY 91</u>	<u>FY 92</u>	<u>GROWTH</u>
Fares	\$243,104	\$247,600	1.8%
Section 9	47,371	47,371	0.0%
TDA	150,138	150,021	-0.1%
STA	0	10,268	NA
Prop. A	122,433	128,850	5.2%
Prop. A Carryover	13,083	0	-100.0%
Prop. A Rail	33,100	34,674	4.8%
Other	<u>11,960</u>	<u>12,103</u>	<u>1.2%</u>
SUBTOTAL	\$621,189	\$630,887	1.6%
Prop. C	<u>0</u>	<u>12,000</u>	<u>NA</u>
TOTAL	\$621,189	\$642,887	3.5%

Budget Balancing Issues

Departmental requests totaled approximately \$730.0 million. These requests were based on the above assumptions, plus an additional 135,000 hours of bus service. The Office of Management and Budget (OMB) carefully reviewed and analyzed the requests and presented a \$679.4 million package containing the highest priority programs and assuming the higher service level to the Budget Review Committee (BRC).

The BRC determined that anticipated revenue would be inadequate to support the level of service originally included in the operating assumptions, as well as other service quality enhancement and security programs planned for Fiscal Year 1992. Therefore, the BRC developed a base and modular budget approach. Using this approach, the BRC compiled a base budget of \$656.1 million that supports the 7.15 million bus service hours and 78,400 hours of rail service, the current rail service level annualized. All program elements originally recommended by the BRC, believed to be important, but which do not directly support the proposed service level are included in modules. These are described later in detail.

the board. This would yield between \$12 to \$13 million. However, it is not very realistic to conclude that savings of this magnitude could be achieved without service cuts, without dramatically affecting the quality of remaining service and without a substantial reduction in force, approaching 200 positions.

The alternative to reducing cost is to increase revenue. There are limited opportunities to approach the LACTC for additional subsidies. The existing Proposition C guidelines specify eligible programs for dedicated funding. Some of these types of programs are included in budget modules, not in the base budget. Also a decision to use more of our TDA allocation for operations instead of capital could be made; however, this would simply compound the capital funding shortfall discussed below.

Another source of revenue would be to implement an adjustment to the current fare structure, yielding an additional \$12 to \$13 million. The current fare structure was first implemented in July, 1988. During this period, fare revenue has grown by 5.3%, as a result of increased ridership, while the CPI has increased by 9.9%. Projected into next year, the gap will continue to widen. The projected fare revenue growth for Fiscal Year 1992 compared to Fiscal Year 1989 is 7.1%, but the projected CPI growth for the same period is 14.8%. Staff is developing alternative fare structure proposals which will be presented separately.

Capital

Although this budget material focuses on the operating budget, there is an inescapable linkage between operating and capital expenditures. The District operates nearly twice as much service as the capital program can afford to support. There are approximately 50% to 60% of the capital dollars needed to support current operations. This deleterious condition has existed for several years.

Given the current fleet mix and age, the District replacement schedule should be 205 buses per year to maintain a fleet of 2,000 peak buses. A lack of capital funds has limited the actual number of buses replaced to approximately 100-120 buses per year, a replacement rate which would support a fleet of approximately 1,200-1,440 peak buses. An older fleet is less reliable and requires more maintenance and more spares than a newer one, thereby increasing operating costs. The District's on-going bus rehabilitation program arose in part from the capital shortfall and is included in the base budget since it is an on-going program and is essential to the District's ability to provide service. This problem equally impacts the non-revenue fleet and other equipment and facilities.

The capital program for Fiscal Year 1992 is uncertain. Last January, I presented to this Board, and subsequently to the LACTC in the Board-adopted SRTP, a five-year Capital Improvement and Service Expansion Plan. To date, we have not been notified of the LACTC staff's findings and recommendations regarding our submittal. To the extent that the operating budget is impacted by the pending Capital Plan, this budget optimistically assumes that the Plan will be adopted, as submitted. The most immediate short-term financial impact of a recommendation that reduces the size of the capital program will be the availability of TDA dollars to address the operating deficit. However, this simply compounds both the operating and capital consequences in the long-term.

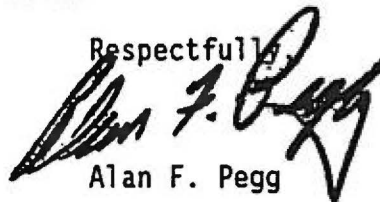
since no funding agreement has been established to fund costs associated with the transitional Light Rail Transit Police program, all 105 positions and related costs have been reduced from the base budget and included in a module. In addition, 52 positions currently deployed to enhance bus security are included in a separate module. The cost of the Bus Security Enhancement positions should be eligible for Proposition C funding. A funding agreement must be negotiated for the positions and related costs in the Light Rail module. It would be necessary to reduce filled positions if funding is not identified to support them.

The modular approach gives the Board of Directors an opportunity to relate cost to service quality or quantity enhancements and to identify those which are a high priority and for which additional funding should be sought. It is noted that the Mandatory/Regulatory module includes some costs which must be borne by the District if anticipated changes are implemented but which are not included in the base budget. The modules include a total of \$32.0 million in operating and \$4.3 million in capital costs. Only 3% of the operating and 100% of the capital costs are included in the base budget. Details on module costs and what is included in the base are provided in the Module Allocation Table. (See Appendix A.)

Conclusion

As mentioned above, the proposed Budget has serious issues that must be addressed; however, staff will work closely with the Board to ensure that a balanced budget is developed for adoption. Several meetings have been scheduled in order to accomplish this goal. The final budget will represent the District's operating plan for Fiscal Year 1992.

Respectfully,



Alan F. Pegg

Attachments

**SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT**

**FISCAL YEAR 1992
BUDGET SUMMARY**

Southern California Rapid Transit District
Fiscal Year 1992 Budget

THREE YEAR COMPARISON OF OPERATING REVENUE AND EXPENDITURES (\$000)

FIGURE 1

CATEGORY	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED AMOUNT	%
OPERATING REVENUES						
PASSENGER REVENUE	239,904	244,398	243,273	247,600	4,287	1.8%
SUBSIDY	315,794	362,359	370,061	394,231	24,210	6.5%
OTHER	9,439	9,224	8,322	13,082	4,760	57.2%
TOTAL OPERATING REVENUES	565,137	615,981	621,656	654,913	33,257	5.3%
OPERATING EXPENSES						
LABOR	332,937	351,859	363,195	377,202	14,007	3.9%
EXPENSE TRANSFERS	(30,699)	(15,753)	(10,035)	(12,421)	(2,386)	-23.8%
FRINGE BENEFITS	115,736	119,747	108,907	117,325	8,418	7.7%
SERVICES	20,310	40,123	35,165	42,124	6,959	19.8%
MATERIALS & SUPPLIES	68,447	68,077	75,367	79,442	4,075	5.4%
UTILITIES	6,651	8,697	9,126	10,284	1,158	12.7%
CASUALTY & LIABILITY	33,005	22,816	20,365	21,996	1,631	8.0%
TAXES	1,844	2,227	2,562	2,830	268	10.5%
MISCELLANEOUS EXPENSES	4,968	5,567	5,014	5,156	142	2.8%
INTEREST EXPENSES	5,750	6,210	4,761	4,275	(486)	-10.2%
LEASES & RENTALS	6,188	6,411	7,229	6,700	(529)	-7.3%
TOTAL OPERATING EXPENSES	565,137	615,981	621,656	654,913	33,257	5.3%

Southern California Rapid Transit District
Fiscal Year 1992 Budget

THREE YEAR COMPARISON OF OPERATING REVENUE BY SOURCE (\$000)

FIGURE 3

REVENUE SOURCE	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED AMOUNT	%
SYSTEM GENERATED REVENUES						
FAREBOX REVENUE	152,642	155,523	155,001	157,900	2,899	1.9%
OTHER FARE REVENUE	87,262	88,875	88,272	89,700	1,428	1.6%
FARE REVENUE SUBTOTAL	239,904	244,398	243,273	247,600	4,327	1.8%
ADVERTISING INCOME	4,032	3,973	4,319	4,064	(255)	-5.9%
OTHER AUXILIARY REVENUE	76	75	3	40	37	1233.3%
AUXILIARY REVENUE SUBTOTAL	4,108	4,048	4,322	4,104	(218)	-5.0%
INVESTMENT INCOME	4,985	4,840	3,825	8,727	4,902	128.2%
OTHER NON-TRANSPORTATION REVENUE	346	336	175	251	76	43.4%
NON-TRANSPORTATION REVENUE SUBTOTAL	5,331	5,176	4,000	8,978	4,978	124.5%
SYSTEM GENERATED REVENUE SUBTOTAL	249,343	253,622	251,595	260,682	9,087	3.6%
SUBSIDIES						
TDA - LA. COUNTY *	142,225	148,250	148,250	157,985	9,735	6.6%
TDA - OTHER	3,030	1,435	1,893	936	(957)	-50.6%
PROP A PROCEEDS #	120,147	161,981	168,616	174,150	5,534	3.3%
PROP C PROCEEDS	0	0	0	0	0	NA
OTHER LOCAL SUBSIDIES	2,092	2,253	3,371	3,521	150	4.4%
LOCAL SUBSIDIES SUBTOTAL	267,494	313,919	322,130	336,592	14,462	4.5%
STA & STATE GRANTS	0	0	0	10,268	10,268	NA
OTHER STATE SUBSIDIES	0	0	0	0	0	NA
STATE SUBSIDIES SUBTOTAL	0	0	0	10,268	10,268	NA
FEDERAL SECTION 9 GRANT	47,890	47,890	47,371	47,371	0	0.0%
OTHER FEDERAL SUBSIDIES	410	550	560	0	(560)	-100.0%
FEDERAL SUBSIDIES SUBTOTAL	48,300	48,440	47,931	47,371	(560)	-1.2%
SUBSIDIES SUBTOTAL	315,794	362,359	370,061	394,231	24,170	6.5%
TOTAL REVENUES	565,137	615,981	621,656	654,913	33,257	5.3%
	=====	=====	=====	=====	=====	

* Total District portion of Los Angeles County TDA equals \$166,893,000 (\$157,985,000 for operating and \$8,908,000 for capital)

Proposition A total equals \$174,150,000 (\$133,250,000 less \$4,400,000 for the Foothill Transit Zone set-aside funding, plus \$4,360,000 for Enhanced Bus Security, plus \$34,674,000 for Blue Line, plus \$6,266,000 for Transit Police Light Rail Security)

Southern California Rapid Transit District
Fiscal Year 1992 Budget

**THREE YEAR COMPARISON OF OPERATING EXPENDITURES
BY EXPENSE CATEGORY (\$000)**

FIGURE 5

EXPENSE CATEGORY	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED AMOUNT	%
LABOR						
NON-CONTRACT SALARIES	75,166	79,504	81,337	83,881	2,544	3.1%
UTU WAGES	165,001	173,683	178,983	188,068	9,085	5.1%
TPOA WAGES	3,728	6,054	5,544	7,802	2,258	40.7%
TEAMSTERS WAGES	1,158	1,311	1,217	1,625	408	33.5%
ATU WAGES	69,207	71,246	75,846	75,099	(747)	-1.0%
TCU WAGES	18,677	20,061	20,268	20,727	459	2.3%
CONTRACT WAGES SUBTOTAL	257,771	272,355	281,858	293,321	11,463	4.1%
LABOR SUBTOTAL	332,937	351,859	363,195	377,202	14,007	3.9%
EXPENSE TRANSFERS	(30,699)	(15,753)	(10,035)	(12,421)	(2,386)	-23.8%
FRINGE BENEFITS						
FICA/MEDICARE	24,453	28,657	26,700	28,568	1,868	7.0%
PENSIONS	10,999	12,347	12,361	12,347	(14)	-0.1%
HOSPITAL, MEDICAL & SURGICAL	40,004	42,297	43,498	46,291	2,793	6.4%
WORKERS' COMPENSATION	35,970	30,600	20,490	23,821	3,331	16.3%
OTHER	4,310	5,846	5,858	6,298	440	7.5%
FRINGE BENEFITS SUBTOTAL	115,736	119,747	108,907	117,325	8,418	7.7%
SERVICES						
PROFESSIONAL & TECHNICAL	14,321	29,999	27,609	31,993	4,384	15.9%
OTHER	5,989	10,124	7,556	10,131	2,575	34.1%
SERVICES SUBTOTAL	20,310	40,123	35,165	42,124	6,959	19.8%
MATERIALS & SUPPLIES						
DIESEL FUEL	19,118	22,231	24,203	25,298	1,095	4.5%
REVENUE VEHICLE PARTS	30,744	29,780	32,589	33,568	979	3.0%
OTHER	18,585	16,066	18,575	20,576	2,001	10.8%
MATERIALS & SUPPLIES SUBTOTAL	68,447	68,077	75,367	79,442	4,075	5.4%
UTILITIES	6,651	8,697	9,126	10,284	1,158	12.7%
CASUALTY & LIABILITY						
PL/PD RESERVES	31,366	19,462	17,279	16,402	(877)	-5.1%
OTHER	1,639	3,354	3,086	5,594	2,508	81.3%
CASUALTY & LIABILITY SUBTOTAL	33,005	22,816	20,365	21,996	1,631	8.0%
TAXES	1,844	2,227	2,562	2,830	268	10.5%
MISCELLANEOUS EXPENSES	4,968	5,567	5,014	5,156	142	2.8%
SECTION 15 EXPENSE SUBTOTAL	553,199	603,360	609,666	643,938	34,272	5.6%
INTEREST EXPENSES	5,750	6,210	4,761	4,275	(486)	-10.2%
LEASES & RENTALS	6,188	6,411	7,229	6,700	(529)	-7.3%
TOTAL OPERATING EXPENSES	565,137	615,981	621,656	654,913	33,257	5.3%

Southern California Rapid Transit District
Fiscal Year 1992 Budget

**THREE YEAR COMPARISON OF OPERATING EXPENDITURES
BY DEPARTMENT (\$000)**

FIGURE 7

CATEGORY BY DEPARTMENT	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
TRANSPORTATION	186,213	209,988	216,293	225,702	9,409	4.4%
EQUIPMENT MAINTENANCE	136,113	142,525	152,360	154,943	2,583	1.7%
NON-DEPARTMENTAL	86,763	102,573	108,116	111,125	3,009	2.8%
WORKERS' COMP/CASUALTY & LIABILITY	77,524	64,173	51,423	56,807	5,384	10.5%
OPERATIONS SUPPORT						
CUSTOMER RELATIONS	7,889	9,005	9,228	9,217	(11)	-0.1%
TRANSIT POLICE	5,271	9,059	8,736	12,129	3,393	38.8%
AGM - OPERATIONS	731	872	869	961	92	10.6%
SCHEDULING & OPERATIONS PLANNING	7,885	7,794	8,425	9,015	590	7.0%
ACCOUNTING & FISCAL	6,538	7,347	6,667	7,054	387	5.8%
MANAGEMENT INFORMATION SYSTEMS	7,494	9,110	8,420	9,675	1,255	14.9%
HUMAN RESOURCES	4,218	4,381	3,984	4,497	513	12.9%
RISK MANAGEMENT	1,397	1,958	1,593	2,003	410	25.7%
AGM - FACILITIES & PROCUREMENT	161	235	264	288	24	9.1%
FACILITIES ENGINEERING	948	1,382	1,624	1,962	338	20.8%
CONTRACTS, PROCUREMENT & MATERIEL	8,607	8,072	8,073	8,615	542	6.7%
FACILITIES MAINTENANCE	15,988	23,921	23,155	27,205	4,050	17.5%
OPERATIONS SUPPORT SUBTOTAL	67,127	83,136	81,038	92,621	11,583	14.3%
GENERAL SUPPORT						
BOARD OF DIRECTORS	96	125	76	122	46	60.5%
GENERAL MANAGER	359	686	635	467	(168)	-26.5%
DISTRICT SECRETARY	357	378	335	388	53	15.8%
GOVERNMENT & PRESS RELATIONS	646	1,015	886	1,056	170	19.2%
MANAGEMENT & BUDGET	681	853	810	817	7	0.9%
LEGAL	997	1,730	1,233	1,430	197	16.0%
EMPLOYEE RELATIONS	344	521	454	622	168	37.0%
AGM - PLANNING & PUBLIC AFFAIRS	123	148	146	148	2	1.4%
CORPORATE TRANSIT PARTNERSHIP PROGRAM	0	0	0	566	566	NA
LOCAL GOVERNMENT & COMMUNITY AFFAIRS	792	835	929	1,370	441	47.5%
PLANNING	2,068	2,406	2,704	2,566	(138)	-5.1%
MARKETING & COMMUNICATIONS	1,891	2,118	1,901	2,177	276	14.5%
TRANSIT SYSTEMS DEVELOPMENT	1,312	634	616	237	(379)	-61.5%
INSPECTOR GENERAL	984	1,068	820	907	87	10.6%
EQUAL EMPLOYMENT OPPORTUNITY	162	193	205	219	14	6.8%
CONTRACT COMPLIANCE	95	151	148	152	4	2.7%
DISADVANTAGED BUSINESS ENTERPRISE	70	138	127	143	16	12.6%
CONTROLLER-TREASURER	420	587	401	328	(73)	-18.2%
GENERAL SUPPORT SUBTOTAL	11,397	13,586	12,426	13,715	1,289	10.4%
TOTAL OPERATING EXPENSES	565,137	615,981	621,656	654,913	33,257	5.3%
	=====	=====	=====	=====	=====	

Southern California Rapid Transit District
Fiscal Year 1992 Budget

COMPARISON OF SIGNIFICANT LINE ITEM CHANGES

FIGURE 9

ACCT NO	ACCOUNT NAME	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED AMOUNT	%
INCREASES							
1	50101 UTU OPERATORS-NORMAL	104,341	110,357	112,525	118,874	6,349	5.6%
2	50304 PROFESSIONAL & TECHNICAL SERVICES	14,321	29,999	27,609	31,993	4,384	15.9%
3	50131 NON-CONTRACT-NORMAL	55,895	61,716	61,746	65,176	3,430	5.6%
4	50208 WORKERS COMPENSATION	35,970	30,600	20,490	23,821	3,331	16.3%
5	50132 NON-CONTRACT-NONWORK	12,549	16,333	13,876	16,937	3,061	22.1%
6	50230 MEDICARE	0	0	2,460	5,415	2,955	120.1%
7	50203 HOSPITAL, MEDICAL, SURGICAL	40,004	42,297	43,498	46,291	2,793	6.4%
8	50121 TPOA-NORMAL	2,888	4,839	4,376	6,349	1,973	45.1%
9	50306 MAINTENANCE & REPAIR SERVICES	2,610	5,356	4,065	5,890	1,825	44.9%
10	50601 PREMS FOR PHYS DAMAGE INSURANCE	916	1,177	1,356	3,138	1,782	131.4%
DECREASES							
1	50153 ATU REV EQ MECH-OT (1.5)	6,107	4,032	7,588	4,032	(3,556)	-46.9%
2	51004 INDIRECT EXP TRANS TO CAP PROJ	(13,179)	(7,751)	(2,384)	(4,562)	(2,178)	91.4%
3	50135 NON-CONTRACT-AS NEEDED	2,084	347	1,880	290	(1,590)	-84.6%
4	50136 CONTRACT WORKING AS NC	3,167	568	1,965	523	(1,442)	-73.4%
5	50201 FICA	24,453	28,657	24,240	23,153	(1,087)	-4.5%
6	50605 PROV FOR UNINSURED PL/PD	31,366	19,462	17,279	16,402	(877)	-5.1%
7	50163 ATU REV EQ NON-MECH-OT (1.5)	1,360	1,080	1,784	1,091	(693)	-38.8%
8	50134 NON-CONTRACT-STRAIGHT OT	1,158	427	1,348	672	(676)	-50.1%
9	50210 WORKERS COMP - COP INTEREST EXP	(714)	0	8,540	8,000	(540)	-6.3%
10	50123 TPOA-OT (1.5)	398	140	563	140	(423)	-75.1%

Southern California Rapid Transit District
Fiscal Year 1992 Budget

THREE YEAR COMPARISON OF PERSONNEL BY DEPARTMENT

FIGURE 11

CATEGORY BY DEPARTMENT	FY 1990 BUDGETED	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 BUDGETED TO FY 1992 ADOPTED AMOUNT	%
TRANSPORTATION	4,662.0	4,538.0	4,624.0	4,577.0	39.0	0.9%
EQUIPMENT MAINTENANCE	1,971.0	1,974.0	1,990.0	2,021.0	47.0	2.4%
NON-DEPARTMENTAL	0.0	0.0	0.0	0.0	0.0	NA
WORKERS' COMP/CASUALTY & LIABILITY	0.0	0.0	0.0	0.0	0.0	NA
OPERATIONS SUPPORT						
CUSTOMER RELATIONS	188.0	198.0	198.0	196.0	(2.0)	-1.0%
TRANSIT POLICE	217.0	260.0	195.0	323.0	63.0	24.2%
AGM - OPERATIONS	21.0	21.0	21.0	22.0	1.0	4.8%
SCHEDULING & OPERATIONS PLANNING	146.0	146.0	135.0	151.0	5.0	3.4%
ACCOUNTING & FISCAL	100.0	101.0	92.0	100.0	(1.0)	-1.0%
MANAGEMENT INFORMATION SYSTEMS	109.0	111.0	99.0	112.0	1.0	0.9%
HUMAN RESOURCES	68.0	69.0	69.0	69.0	0.0	0.0%
RISK MANAGEMENT	33.0	32.0	35.0	36.0	4.0	12.5%
AGM - EQUIPMENT & FACILITIES	2.0	4.0	3.0	4.0	0.0	0.0%
FACILITIES ENGINEERING	33.0	38.0	36.0	39.0	1.0	2.6%
CONTRACTS, PROCUREMENT & MATERIEL	242.0	221.0	205.0	227.0	6.0	2.7%
FACILITIES MAINTENANCE	405.0	415.0	393.0	447.0	32.0	7.7%
OPERATIONS SUPPORT SUBTOTAL	1,564.0	1,616.0	1,481.0	1,726.0	110.0	6.8%
GENERAL SUPPORT						
BOARD OF DIRECTORS	0.0	0.0	0.0	0.0	0.0	NA
GENERAL MANAGER	4.0	4.0	4.0	5.0	1.0	25.0%
DISTRICT SECRETARY	7.0	7.0	7.0	7.0	0.0	0.0%
GOVERNMENT & PRESS RELATIONS	12.0	13.0	10.0	13.0	0.0	0.0%
MANAGEMENT & BUDGET	15.0	16.0	15.0	16.0	0.0	0.0%
LEGAL	11.0	13.0	12.0	13.0	0.0	0.0%
EMPLOYEE RELATIONS	8.0	8.0	6.0	10.0	2.0	25.0%
AGM - PLANNING & PUBLIC AFFAIRS	2.0	2.0	2.0	2.0	0.0	0.0%
CORPORATE TRANSIT PARTNERSHIP PROGRAM	0.0	0.0	0.0	9.0	9.0	NA
LOCAL GOVERNMENT & COMMUNITY AFFAIRS	17.0	12.0	17.0	23.0	11.0	91.7%
PLANNING	67.0	57.0	55.0	52.0	(5.0)	-8.8%
MARKETING & COMMUNICATIONS	17.0	17.0	16.0	17.0	0.0	0.0%
TRANSIT SYSTEMS DEVELOPMENT	158.5	22.0	20.0	20.0	(2.0)	-9.1%
INSPECTOR GENERAL	29.0	25.0	27.0	23.0	(2.0)	-8.0%
EQUAL EMPLOYMENT OPPORTUNITY	4.0	4.0	4.0	4.0	0.0	0.0%
CONTRACT COMPLIANCE	5.0	8.0	7.0	8.0	0.0	0.0%
DISADVANTAGED BUSINESS ENTERPRISE	6.0	6.0	3.0	6.0	0.0	0.0%
CONTROLLER-TREASURER	6.0	9.0	5.0	5.0	(4.0)	-44.4%
GENERAL SUPPORT SUBTOTAL	368.5	223.0	210.0	233.0	10.0	4.5%
TOTAL POSITION EQUIVALENTS	8,565.5	8,351.0	8,305.0	8,557.0	206.0	2.5%

Southern California Rapid Transit District
Fiscal Year 1992 Budget

PERSONNEL CHANGES BY DEPARTMENT

FIGURE 13

JOB CLASSIFICATION	LABOR GROUP	RANGE	POSITIONS EQUIVALENTS	MODE
GENERAL MANAGER: NO. 1100			1.0	
CONSTRUCTION CLAIMS & SPECIAL PROJECTS OFFICER	NC	22	1.0	HEAVY RAIL
CUSTOMER RELATIONS: NO. 1600			-2.0	
SECRETARY	NC	4	1.0	BUS/LIGHT RAIL
TICKET/INFORMATION CLERK	TCU		-2.0	BUS/LIGHT RAIL
INFORMATION/SCHEDULE ROOM CLERK	TCU		-1.0	BUS/LIGHT RAIL
TRANSIT POLICE: NO. 1800			63.0	
TRANSIT POLICE LIEUTENANT	NC	18	2	BUS
SENIOR TRAINING COORDINATOR	NC	14	1.0	HEAVY RAIL
CRIME ANALYST	NC	12	1.0	BUS
STAFF AIDE	NC	7	2.0	BUS
SECURITY GUARD II	TEAM		15.0	HEAVY RAIL
TRANSIT POLICE INVESTIGATOR	TPOA		-1.0	BUS
TRANSIT POLICE INVESTIGATOR	TPOA		10.0	BUS
TRANSIT POLICE SERGEANT	TPOA		-1.0	BUS
TRANSIT POLICE SERGEANT	TPOA		6.0	BUS
TRANSIT POLICE SERGEANT	TPOA		-1.0	HEAVY RAIL
TRANSIT POLICE OFFICER	TPOA		-5.0	BUS
TRANSIT POLICE OFFICER	TPOA		34.0	BUS
EMPLOYEE RELATIONS: NO. 2300			2.0	
SENIOR EMPLOYEE RELATIONS ANALYST	NC	14	1.0	BUS/LIGHT RAIL
SENIOR EMPLOYEE RELATIONS ANALYST (COMP)	NC	14	1.0	BUS/LIGHT RAIL
AGM - OPERATIONS: NO. 3099			1.0	
TI EMERGENCY PREPAREDNESS SPECIALIST	NC	10	1.0	BUS/LIGHT RAIL
TRANSPORTATION: NO. 3200			39.0	
* CENTRAL CONTROL FACILITY MANAGER	NC	17	1.0	LIGHT RAIL
* ASSISTANT DIVISION MANAGER	NC	15	1.0	LIGHT RAIL
* TRANSIT OPERATIONS SUPERVISOR	NC	13	7.0	LIGHT RAIL
TRANSIT OPERATIONS SUPERVISOR	NC	13	9.0	HEAVY RAIL
VIDEO PRODUCTION SPECIALIST	NC	10	1.0	BUS/LIGHT RAIL
SENIOR STAFF ASSISTANT	NC	10	-1.0	BUS
* SECRETARY	NC	4	1.0	LIGHT RAIL
SECRETARY	NC	4	1.0	HEAVY RAIL
* BUS OPERATOR (FULL-TIME)	UTU		29.0	BUS
* BUS OPERATOR (PART-TIME)	UTU		2.0	BUS
BUS OPERATOR (FULL-TIME)	UTU		-31.0	BUS
BUS OPERATOR (PART-TIME)	UTU		-2.0	BUS
* TRAIN OPERATOR (FULL-TIME)	UTU		19.0	LIGHT RAIL
* TRAIN OPERATOR (PART-TIME)	UTU		2.0	LIGHT RAIL

* Mid-Year Change (Fiscal Year 1991)

TI=Transfer In; TO=Transfer Out

Southern California Rapid Transit District
Fiscal Year 1992 Budget

PERSONNEL CHANGES BY DEPARTMENT

FIGURE 13 (Continued)

JOB CLASSIFICATION	LABOR GROUP	RANGE	POSITIONS EQUIVALENTS	MODE
LOCAL GOVERNMENT & COMMUNITY AFFAIRS (Continued)				
* PUBLIC AFFAIRS REPRESENTATIVE	NC	14	3.0	LIGHT RAIL
* PUBLIC AFFAIRS REPRESENTATIVE	NC	14	5.0	BUS/LIGHT RAIL
* PUBLIC AFFAIRS REPRESENTATIVE	NC	14	2.0	BUS
PUBLIC AFFAIRS REPRESENTATIVE	NC	14	-2.0	BUS
SECRETARY	NC	4	1.0	BUS/LIGHT RAIL
PLANNING: NO. 4200			-5.0	
POLICY ANALYSIS MANAGER	NC	19	-1.0	BUS/LIGHT RAIL
SENIOR PLANNER	NC	15	-2.0	BUS/LIGHT RAIL
PLANNER	NC	13	2.0	BUS/LIGHT RAIL
PLANNER	NC	13	-4.0	BUS/LIGHT RAIL
* PLANNER (PLANNING SYSTEMS)	NC	13	2.0	BUS
PLANNER (PLANNING SYSTEMS)	NC	13	-2.0	BUS
* CARTOGRAPHER	NC	8	1.0	BUS
CARTOGRAPHER	NC	8	-1.0	BUS
MARKETING & COMMUNICATIONS: NO. 4400			0.0	
* TO SENIOR COMMUNICATIONS REPRESENTATIVE	NC	14	-1.0	BUS
VIDEO PRODUCTION SPECIALIST	NC	10	1.0	BUS/LIGHT RAIL
TRANSIT SYSTEMS DEVELOPMENT: NO. 4900			-2.0	
PROJECT ENGINEER	NC	21	-2.0	HEAVY RAIL
PROJECT ENGINEER	NC	21	1.0	HEAVY RAIL
* SUPERVISING ENGINEER	NC	21	1.0	BUS
CONTRACT CLAIMS MANAGER	NC	21	-1.0	HEAVY RAIL
OCIP ADMINISTRATOR	NC	19	-1.0	HEAVY RAIL
PROGRAM CONTROL MANAGER	NC	19	-1.0	HEAVY RAIL
* SENIOR ENGINEER	NC	19	1.0	BUS
SENIOR ENGINEER	NC	19	1.0	HEAVY RAIL
ENGINEER	NC	17	1.0	HEAVY RAIL
SENIOR PROGRAM CONTROL ANALYST	NC	16	-1.0	HEAVY RAIL
* TO CONTRACT ADMINISTRATOR	NC	15	-2.0	HEAVY RAIL
PROGRAM CONTROL ANALYST	NC	12	-1.0	HEAVY RAIL
STAFF ASSISTANT	NC	8	1.0	BUS/HEAVY RAIL
DOCUMENT CONTROL ASSISTANT	NC	6	1.0	BUS/HEAVY RAIL
INSPECTOR GENERAL: NO. 5099			-2.0	
* ASST GENERAL MANAGER - EQUAL OPPORTUNITY	NC	26	-1.0	BUS/LIGHT RAIL
* SENIOR SECRETARY	NC	6	-1.0	BUS/LIGHT RAIL
CONTROLLER-TREASURER: NO. 7099			-4.0	
* TO SENIOR WORKERS COMPENSATION SPECIALIST	NC	12	-1.0	BUS/LIGHT RAIL
* TO WORKERS COMPENSATION SPECIALIST	NC	10	-3.0	BUS/LIGHT RAIL

* Mid-Year Change (Fiscal Year 1991)

TI=Transfer In; TO=Transfer Out

Southern California Rapid Transit District
Fiscal Year 1992 Budget

PERSONNEL CHANGES BY DEPARTMENT

FIGURE 13 (Continued)

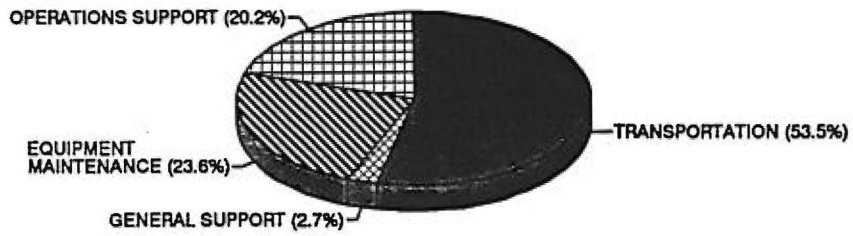
JOB CLASSIFICATION	LABOR GROUP	RANGE	POSITIONS EQUIVALENTS	MODE
<i>FACILITIES MAINTENANCE (Continued)</i>				
RAIL FACILITIES MAINTENANCE INSPECTOR	NC	10	1.0	HEAVY RAIL
* STAFF AIDE	NC	7	1.0	LIGHT RAIL
* STAFF AIDE	NC	7	1.0	HEAVY RAIL
SENIOR SECRETARY	NC	6	1.0	LIGHT RAIL
ELECTRICIAN	ATU		1.0	HEAVY RAIL
PROPERTY MAINTAINER	ATU		1.0	HEAVY RAIL
MOPPER WAXER	TCU		2.0	BUS/LIGHT RAIL
			82.0	
			124.0	
			206.0	

* Mid-Year Change (Fiscal Year 1991)

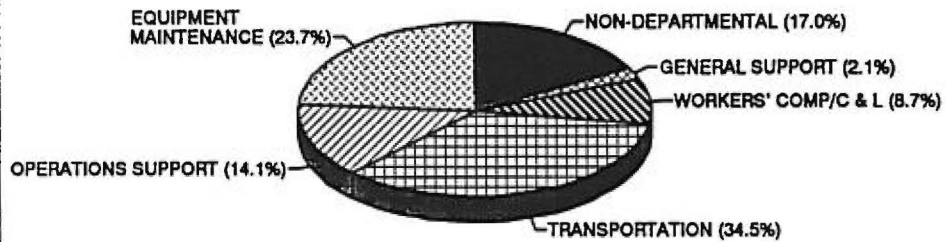
Ti=Transfer In; TO=Transfer Out

FIGURE 15

**DISTRIBUTION OF FISCAL YEAR 1992
PERSONNEL**



**DISTRIBUTION OF FISCAL YEAR 1992
OPERATING EXPENSES**



DEPARTMENT NARRATIVES

DEPARTMENT NARRATIVES

DISTRICT: NO. 0998 THROUGH 9600

\$654,913,000 AND 8,557 POSITION EQUIVALENTS

The Southern California Rapid Transit District is a public agency created in 1964 by the California legislature with a mandate to: (1) operate and improve the existing bus system and (2) operate a rail transit system to meet the transportation needs of Los Angeles area residents. It is anticipated that the District will operate a fleet of over 2,400 buses over a service area of approximately 1,443 square miles and carry more than 1,300,000 passengers each weekday. The District will also provide approximately 78,400 train service hours and carry approximately 31,000 passengers each weekday.

WORKERS' COMPENSATION/CASUALTY & LIABILITY: NO. 0998

\$56,807,000 AND 0 POSITION EQUIVALENT

The Workers' Compensation/Casualty & Liability budget provides funding for the District's insurance costs, workers' compensation and public liability and property damage reserves, and third-party claims administrators.

NON-DEPARTMENTAL: NO. 0999

\$111,125,000 AND 0 POSITION EQUIVALENT

The Non-Departmental budget includes funds for various indirect costs and some expenses which are not clearly associated with any particular department, to avoid distorting individual departmental budgets. Indirect costs include the Special Assistant Program, fringe benefits, environmental claim settlements, gasoline, utilities except traction power, trash and hazardous material disposal, taxes, interest expenses, and leases and rentals.

BOARD OF DIRECTORS: NO. 1000

\$122,000 AND 0 POSITION EQUIVALENT

The Board of Directors is the policy-making body of the District. It ensures that the transportation needs of the District's service area are met. The Board of Directors also serves an important function in its legislative contacts. More involvement in community meetings is planned to increase opportunities for Directors to communicate with civic leaders and the public.

Southern California Rapid Transit District
Fiscal Year 1992 Budget

One position is added to provide secretarial support to the Technical Services section.

Three positions are reduced due to budgetary constraints.

MANAGEMENT AND BUDGET: NO. 1700

\$817,000 AND 16 POSITION EQUIVALENTS

The Office of Management and Budget is responsible for the preparation of the District's annual operating and capital budgets and grant applications. These duties include planning and directing the budgeting process, advising departments on the availability of local, State and Federal funding, and preparation and submittals of grant applications and other funding requests. The Office of Management and Budget is responsible for performance monitoring and reporting and also conducts special studies to analyze and improve District operations.

TRANSIT POLICE: NO. 1800

\$12,129,000 AND 323 POSITION EQUIVALENTS

The Transit Police Department is responsible for augmenting local law enforcement efforts to provide security and protection for transit riders and Bus Operators. In addition, the Department is responsible for internal security of District employees, revenues and property.

Three positions are added to assist with recruitment activities and crime analysis.

Fifteen positions are added for Heavy Rail Maintenance-of-Way facility security.

One position is added for Heavy Rail security training.

One position is reduced since the job requirements have changed and no longer fit the job specifications of the position.

Fifty-two positions are added for bus security enhancements.

Seven positions are reduced since funding for the District 2 Task Force was discontinued by the Los Angeles County.

LEGAL: NO. 2200

\$1,430,000 AND 13 POSITION EQUIVALENTS

The Legal Department interprets and applies the District law, as well as City, State and Federal laws and regulations which pertain to the policies and responsibilities of the Board of Directors, the General Manager, and District staff. As a service department, it assists other departments with legal considerations.

Two positions (Bus Operator) are reduced as the net result of continuing service added mid-year in Fiscal Year 1991 and of lowering the operator-to-assignment ratio to 1.23.

EQUIPMENT MAINTENANCE: NO. 3300

\$154,943,000 AND 2,021 POSITION EQUIVALENTS

The Equipment Maintenance Department is responsible for providing a clean, safe and mechanically-reliable operating bus fleet and rail cars to meet the District's service commitments. This includes heavy maintenance activities, e.g., power train rebuilding, major chassis electrical repairs, bus and rail car repainting, and major accident and bus rehabilitation, as well as day-to-day routine repairs. The Department also assures that the District purchases the best possible revenue and non-revenue equipment, administers the District's Equipment Warranty Program and conducts research and analysis of existing equipment issues.

Fifteen positions were added mid-year to support Light Rail activities; two additional positions are added to perform minor repair on rail cars that have been involved in accidents.

Five positions were added mid-year to support Heavy Rail activation; twenty-one additional positions are added to support Heavy Rail start-up and testing.

One position is added to support the labor function and provide document control assistance.

One position is added to support the Assistant Director in charge of division operations.

Three positions are added to inspect materials and parts to ensure they meet industrial and District standards.

One position is added to provide oversight of Automated Guideway rail car design.

Two positions are reduced as a result of managerial and operating efficiencies.

SCHEDULING AND OPERATIONS PLANNING: NO. 3900

\$9,015,000 AND 151 POSITION EQUIVALENTS

The Scheduling and Operations Planning Department generates operating schedules for bus and rail service. This entails planning and implementing cost-effective programs designed to improve service quality and reduce operating costs. The Department is also responsible for the collection and validation of data related to schedule adherence, passenger boardings and fare payment. Additionally, the Department provides printing services for all District departments.

Southern California Rapid Transit District
Fiscal Year 1992 Budget

Two positions were added mid-year to support the Sector Studies Program.

One position is added for administrative support.

Two positions for the Sector Studies Program are reduced. They will be reinstated when a funding source is identified.

PLANNING: NO. 4200

\$2,566,000 AND 52 POSITION EQUIVALENTS

The Planning Department is responsible for identifying and analyzing issues affecting the provision of transit service and assisting in defining and formulating District policies and objectives which guide development of the regional transportation system. The Department has specific responsibilities for the District's contract and privatization efforts, in addition to implementation of the Benefit Assessment process for MOS-1 and Phase II of the Heavy Rail. The Department coordinates, reviews and conducts studies of transit alternatives in coordination with other transportation agencies, government entities and the public which will lead to a regional consensus on the development strategy of a balanced transportation system.

Three positions were added mid-year for the Sector Studies Program.

Two positions are added to support Service Analysis activities.

Six positions are reduced consistent with the reduction in the level of support for Benefit Assessment and other capital activities.

One position is reduced as a result of increased efficiencies.

Three positions for the Sector Studies Program are reduced. They will be reinstated when a funding source is identified.

MARKETING AND COMMUNICATIONS: NO. 4400

\$2,177,000 AND 17 POSITION EQUIVALENTS

The Marketing and Communications Department manages the District's public and passenger communications, and promotional and advertising programs.

One position was transferred mid-year to the Assistant General Manager - Planning and Public Affairs: No. 4099 to support the Corporate Transit Partnership Program.

One position is added to support and coordinate promotional video production.

CONTRACT COMPLIANCE: NO. 5200

\$152,000 AND 8 POSITION EQUIVALENTS

The Office of Contract Compliance is responsible for ensuring the maximum utilization of disadvantaged businesses in all District contract and procurement activity, including Heavy Rail, and that District contractors and subcontractors adhere to applicable EEO and DBE contract provisions.

DISADVANTAGED BUSINESS ENTERPRISE: NO. 5400

\$143,000 AND 6 POSITION EQUIVALENTS

The Office of Disadvantaged Business Enterprise is responsible for ensuring the maximum utilization of disadvantaged businesses in all District contract and procurement activity, including Heavy Rail, as outlined in the DBE program.

CONTROLLER-TREASURER: NO. 7099

\$328,000 AND 5 POSITION EQUIVALENTS

The Controller-Treasurer oversees the Accounting and Fiscal, Management Information Systems, Human Resources, and Risk Management Departments and provides support for the District's operating and capital plans. Investment management responsibilities are also included.

Four positions were transferred mid-year to Risk Management: No. 7900 to support Workers' Compensation cost containment activities.

ACCOUNTING AND FISCAL: NO. 7100

\$7,054,000 AND 100 POSITION EQUIVALENTS

The Accounting and Fiscal Department is responsible for managing the District's fiscal affairs. Specifically, the Department handles the collection of all revenues, the disbursement of the District's payroll and vendor/contractor obligations, recordkeeping and reporting on financial transactions, and development and implementation of accounting policies and procedures.

One position is reduced as a result of administrative efficiencies.

MANAGEMENT INFORMATION SYSTEMS: NO. 7200

\$9,675,000 AND 112 POSITION EQUIVALENTS

The Management Information Systems Department is responsible for providing computerized management information systems, data processing services, information security, and records management assistance in support of the District.

FACILITIES ENGINEERING: NO. 9200

\$1,962,000 AND 39 POSITION EQUIVALENTS

Facilities Engineering is responsible for all planning, design, and construction of District operating facilities. This includes new facilities as well as reconstruction and rehabilitation of existing bus and rail operating and support facilities, ticket offices, customer service centers, parking facilities and the Headquarters Building. In addition, the Department provides engineering and technical support to the Facilities Maintenance, Equipment Maintenance, and Transit Systems Development Departments. The Department is responsible for District real estate activities, hazardous materials testing, site assessments, developing mitigation measures, and obtaining necessary permits for underground storage.

One position is added to provide additional staff support for the new Headquarters Facility.

CONTRACTS, PROCUREMENT AND MATERIEL: NO. 9400

\$8,615,000 AND 227 POSITION EQUIVALENTS

The Office of Contracts, Procurement and Materiel is responsible for the acquisition and management of the District's materiel resources and for contracting all construction and professional services used by the District. Responsibilities include contract execution and administration, procurement, salvage and surplus disposition, materiel receipt, storage and distribution, capital asset management and the perpetual inventory system.

Two positions were transferred mid-year from Transit Systems Development: No. 4900 to consolidate contracts administration.

One position is added to develop alternate sources of supply for Light Rail materials.

Three positions are added to support Heavy Rail start-up activities.

FACILITIES MAINTENANCE: NO. 9600

\$27,205,000 AND 447 POSITION EQUIVALENTS

The Facilities Maintenance Department performs modifications to and complete maintenance of District-owned buildings, service facilities, shop equipment and fixed guideways. In addition, the Department plans, programs, implements and maintains the District's electronic communications network and equipment; provides janitorial maintenance and building services; and maintains bus stop and rail station signage.

Eight positions were added mid-year to support Heavy Rail activities; fourteen additional positions are added to support Heavy Rail contract closeout activities and to train on Heavy Rail systems.

**THREE YEAR COMPARISON
BY EXPENSE CATEGORY AND
DEPARTMENT BUDGET BY MODE**

Southern California Rapid Transit District
Fiscal Year 1992 Budget

DISTRICT: NO. 0998 - 9600

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	75,166	79,504	81,337	83,881	2,544	3.1%
CONTRACT LABOR	257,771	272,355	281,858	293,321	11,463	4.1%
EXPENSE TRANSFERS	(30,699)	(15,753)	(10,035)	(12,421)	(2,386)	23.8%
TRAINING & OTHER FRINGE BENEFITS	115,736	119,747	108,907	117,325	8,418	7.7%
SERVICES	20,310	40,123	35,165	42,124	6,959	19.8%
MATERIALS & SUPPLIES	68,447	68,077	75,367	79,442	4,075	5.4%
TRAVEL & OTHER MISCELLANEOUS	4,968	5,567	5,014	5,156	142	2.8%
ALL OTHER EXPENSES	53,438	46,361	44,043	46,085	2,042	4.6%
DEPARTMENT TOTAL	565,137	615,981	621,656	654,913	33,257	5.3%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	7,988.5	34.2	8,022.7	355,407	260,120	(6,571)	608,956
LIGHT RAIL	394.3	0.5	394.8	16,032	30,012	(87)	45,957
HEAVY RAIL	0.0	135.6	135.6	5,511	0	(5,511)	0
AUTOMATED GUIDEWAY	0.0	3.9	3.9	252	0	(252)	0
TOTAL	8,382.8	174.2	8,557.0	377,202	290,132	(12,421)	654,913

Southern California Rapid Transit District
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NON-DEPARTMENTAL: NO. 0999

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	1,015	(909)	1,046	1,095	49	4.7%
CONTRACT LABOR	1,342	1,214	1,257	1,210	(47)	-3.7%
EXPENSE TRANSFERS	(15,151)	(8,002)	(3,659)	(5,826)	(2,167)	59.2%
TRAINING & OTHER FRINGE BENEFITS	77,921	86,590	85,821	90,767	4,946	5.8%
SERVICES	246	266	362	515	153	42.3%
MATERIALS & SUPPLIES	727	768	619	802	183	29.6%
TRAVEL & OTHER MISCELLANEOUS	335	851	774	955	181	23.4%
ALL OTHER EXPENSES	20,328	21,795	21,896	21,607	(289)	-1.3%
DEPARTMENT TOTAL	86,763	102,573	108,116	111,125	3,009	2.8%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	0.0	0.0	0.0	2,212	110,061	(4,536)	107,737
LIGHT RAIL	0.0	0.0	0.0	93	4,585	(68)	4,610
HEAVY RAIL	0.0	0.0	0.0	0	0	(1,172)	(1,172)
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	(50)	(50)
TOTAL	0.0	0.0	0.0	2,305	114,646	(5,826)	111,125

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GENERAL MANAGER: NO. 1100

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	279	288	320	368	48	15.0%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	0	0	0	(68)	(68)	0.0%
TRAINING & OTHER FRINGE BENEFITS	4	4	4	4	0	0.0%
SERVICES	39	352	284	125	(159)	-56.0%
MATERIALS & SUPPLIES	6	8	2	8	6	300.0%
TRAVEL & OTHER MISCELLANEOUS	31	34	19	30	11	57.9%
ALL OTHER EXPENSES	0	0	6	0	(6)	-100.0%
DEPARTMENT TOTAL	359	688	635	467	(168)	-26.5%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	3.8	0.3	4.1	298	161	(21)	438
LIGHT RAIL	0.2	0.0	0.2	11	6	0	17
HEAVY RAIL	0.0	0.7	0.7	59	0	(47)	12
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	4.0	1.0	5.0	368	167	(68)	467

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GOVERNMENT & PRESS RELATIONS: NO. 1400

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	408	617	526	636	110	20.9%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	(15)	0	(9)	0	9	-100.0%
TRAINING & OTHER FRINGE BENEFITS	1	2	0	2	2	0.0%
SERVICES	215	340	313	356	43	13.7%
MATERIALS & SUPPLIES	6	5	6	5	(1)	-16.7%
TRAVEL & OTHER MISCELLANEOUS	29	51	50	57	7	14.0%
ALL OTHER EXPENSES	2	0	0	0	0	0.0%
DEPARTMENT TOTAL	646	1,015	886	1,056	170	19.2%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	12.5	0.0	12.5	611	404	0	1,015
LIGHT RAIL	0.5	0.0	0.5	25	16	0	41
HEAVY RAIL	0.0	0.0	0.0	0	0	0	0
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	13.0	0.0	13.0	636	420	0	1,056

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MANAGEMENT AND BUDGET: NO. 1700

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	697	822	803	813	10	1.2%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	(39)	(36)	(8)	(37)	(29)	362.5%
TRAINING & OTHER FRINGE BENEFITS	1	6	1	5	4	400.0%
SERVICES	8	41	0	16	16	0.0%
MATERIALS & SUPPLIES	10	12	10	12	2	20.0%
TRAVEL & OTHER MISCELLANEOUS	4	8	4	8	4	100.0%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	681	853	810	817	7	0.9%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	14.2	0.0	14.2	720	40	0	760
LIGHT RAIL	0.9	0.0	0.9	47	1	0	48
HEAVY RAIL	0.0	0.7	0.7	35	0	(28)	7
AUTOMATED GUIDEWAY	0.0	0.2	0.2	11	0	(9)	2
TOTAL	15.1	0.9	16.0	813	41	(37)	817

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LEGAL: NO. 2200

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	658	870	752	821	69	9.2%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	(88)	(106)	(54)	(35)	19	-35.2%
TRAINING & OTHER FRINGE BENEFITS	8	16	12	16	4	33.3%
SERVICES	382	903	485	566	81	16.7%
MATERIALS & SUPPLIES	4	5	4	18	14	350.0%
TRAVEL & OTHER MISCELLANEOUS	33	42	34	44	10	29.4%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	997	1,730	1,233	1,430	197	16.0%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	11.6	0.1	11.7	723	618	(8)	1,333
LIGHT RAIL	0.9	0.0	0.9	64	26	0	90
HEAVY RAIL	0.0	0.4	0.4	34	0	(27)	7
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	12.5	0.5	13.0	821	644	(35)	1,430

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ASSISTANT GENERAL MANAGER - OPERATIONS: NO. 3099

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	1,001	849	850	893	43	5.1%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	(316)	0	(7)	0	7	-100.0%
TRAINING & OTHER FRINGE BENEFITS	8	8	8	8	0	0.0%
SERVICES	5	9	5	54	49	980.0%
MATERIALS & SUPPLIES	14	3	6	3	(3)	-50.0%
TRAVEL & OTHER MISCELLANEOUS	17	3	7	3	(4)	-57.1%
ALL OTHER EXPENSES	2	0	0	0	0	0.0%
DEPARTMENT TOTAL	731	872	869	961	92	10.6%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	20.2	0.0	20.2	826	65	0	891
LIGHT RAIL	1.8	0.0	1.8	67	3	0	70
HEAVY RAIL	0.0	0.0	0.0	0	0	0	0
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	22.0	0.0	22.0	893	68	0	961

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EQUIPMENT MAINTENANCE: NO. 3300

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	11,443	13,424	13,731	14,260	529	3.9%
CONTRACT LABOR	65,088	66,565	71,081	69,530	(1,551)	-2.2%
EXPENSE TRANSFERS	(1,709)	(760)	(1,080)	(1,033)	47	-4.4%
TRAINING & OTHER FRINGE BENEFITS	890	790	1,054	1,170	116	11.0%
SERVICES	514	1,710	853	1,216	363	42.6%
MATERIALS & SUPPLIES	59,652	60,578	66,447	69,601	3,154	4.7%
TRAVEL & OTHER MISCELLANEOUS	134	141	226	151	(75)	-33.2%
ALL OTHER EXPENSES	101	77	48	48	0	0.0%
DEPARTMENT TOTAL	136,113	142,525	152,360	154,943	2,583	1.7%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	1,928.4	0.0	1,928.4	80,799	70,076	(513)	150,362
LIGHT RAIL	64.4	0.0	64.4	2,341	2,110	0	4,451
HEAVY RAIL	0.0	26.5	26.5	540	0	(432)	108
AUTOMATED GUIDEWAY	0.0	1.7	1.7	110	0	(88)	22
TOTAL	1,992.8	28.2	2,021.0	83,790	72,186	(1,033)	154,943

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ASSISTANT GENERAL MANAGER - PLANNING AND PUBLIC AFFAIRS: NO. 4099

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	114	136	139	608	469	337.4%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	0	0	(1)	0	1	-100.0%
TRAINING & OTHER FRINGE BENEFITS	3	4	5	8	3	60.0%
SERVICES	0	1	1	8	7	700.0%
MATERIALS & SUPPLIES	0	1	0	58	58	0.0%
TRAVEL & OTHER MISCELLANEOUS	6	6	2	18	16	800.0%
ALL OTHER EXPENSES	0	0	0	14	14	0.0%
DEPARTMENT TOTAL	123	148	146	714	568	389.0%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	10.6	0.0	10.6	583	103	0	686
LIGHT RAIL	0.4	0.0	0.4	25	3	0	28
HEAVY RAIL	0.0	0.0	0.0	0	0	0	0
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	11.0	0.0	11.0	608	106	0	714

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PLANNING: NO. 4200

EXPENSE CATEGORY (\$000)	FY 1990	FY 1991	FY 1991	FY 1992	FY 1991 ESTIMATED TO	
	ACTUAL	BUDGETED	ESTIMATED	ADOPTED	FY 1992 ADOPTED	%
NON-CONTRACT LABOR	2,261	2,818	2,588	2,279	(309)	-11.9%
CONTRACT LABOR	71	100	97	91	(6)	-6.2%
EXPENSE TRANSFERS	(459)	(853)	(325)	(385)	(60)	18.5%
TRAINING & OTHER FRINGE BENEFITS	10	9	23	15	(8)	-34.8%
SERVICES	114	245	194	159	(35)	-18.0%
MATERIALS & SUPPLIES	40	54	76	376	300	394.7%
TRAVEL & OTHER MISCELLANEOUS	31	33	51	31	(20)	-39.2%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	2,068	2,406	2,704	2,566	(138)	-5.1%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON-LABOR	EXPENSE TRANSFER	TOTAL
BUS	41.1	3.9	45.0	2,031	558	(175)	2,414
LIGHT RAIL	1.7	0.2	1.9	85	23	(7)	101
HEAVY RAIL	0.0	5.1	5.1	254	0	(203)	51
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	42.8	9.2	52.0	2,370	581	(385)	2,566

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TRANSIT SYSTEMS DEVELOPMENT: NO. 4900

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	6,711	3,151	2,461	1,167	(1,294)	-52.6%
CONTRACT LABOR	2	0	0	0	0	0.0%
EXPENSE TRANSFERS	(5,432)	(2,521)	(1,856)	(934)	922	-49.7%
TRAINING & OTHER FRINGE BENEFITS	13	4	9	4	(5)	-55.6%
SERVICES	7	0	1	0	(1)	-100.0%
MATERIALS & SUPPLIES	0	0	0	0	0	0.0%
TRAVEL & OTHER MISCELLANEOUS	11	0	1	0	(1)	-100.0%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	1,312	634	616	237	(379)	-61.5%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	0.0	5.8	5.8	329	4	(264)	69
LIGHT RAIL	0.0	0.2	0.2	8	0	(6)	2
HEAVY RAIL	0.0	14.0	14.0	830	0	(664)	166
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	0.0	20.0	20.0	1,167	4	(934)	237

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EQUAL EMPLOYMENT OPPORTUNITY: NO. 5100

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	185	184	200	194	(6)	-3.0%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	(28)	0	(1)	0	1	-100.0%
TRAINING & OTHER FRINGE BENEFITS	1	2	1	2	1	100.0%
SERVICES	0	0	0	0	0	0.0%
MATERIALS & SUPPLIES	2	3	1	3	2	200.0%
TRAVEL & OTHER MISCELLANEOUS	2	4	4	20	16	400.0%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	162	193	205	219	14	6.8%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	3.8	0.0	3.8	186	24	0	210
LIGHT RAIL	0.2	0.0	0.2	8	1	0	9
HEAVY RAIL	0.0	0.0	0.0	0	0	0	0
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	4.0	0.0	4.0	194	25	0	219

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DISADVANTAGED BUSINESS ENTERPRISE: NO. 5400

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	217	275	217	280	63	29.0%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	(148)	(148)	(95)	(148)	(53)	55.8%
TRAINING & OTHER FRINGE BENEFITS	1	1	1	1	0	0.0%
SERVICES	(4)	3	0	5	5	0.0%
MATERIALS & SUPPLIES	3	2	4	2	(2)	-50.0%
TRAVEL & OTHER MISCELLANEOUS	1	3	0	3	3	0.0%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	70	138	127	143	16	12.6%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON-LABOR	EXPENSE TRANSFER	TOTAL
BUS	1.9	0.0	1.9	91	11	0	102
LIGHT RAIL	0.1	0.0	0.1	4	0	0	4
HEAVY RAIL	0.0	4.0	4.0	185	0	(148)	37
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	2.0	4.0	6.0	280	11	(148)	143

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ACCOUNTING AND FISCAL: NO. 7100

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	1,431	1,697	1,657	1,574	(83)	-5.0%
CONTRACT LABOR	1,614	1,871	1,719	1,959	240	14.0%
EXPENSE TRANSFERS	(62)	(55)	(81)	(34)	27	-44.3%
TRAINING & OTHER FRINGE BENEFITS	19	13	17	17	0	0.0%
SERVICES	357	746	629	863	234	37.2%
MATERIALS & SUPPLIES	80	65	81	65	(16)	-19.8%
TRAVEL & OTHER MISCELLANEOUS	3,099	3,010	2,625	2,610	(15)	-0.6%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	6,538	7,347	6,667	7,054	387	5.8%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON-LABOR	EXPENSE TRANSFER	TOTAL
BUS	94.0	0.0	94.0	3,322	3,004	0	6,326
LIGHT RAIL	5.0	0.0	5.0	168	551	0	719
HEAVY RAIL	0.0	1.0	1.0	43	0	(34)	9
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	99.0	1.0	100.0	3,533	3,555	(34)	7,054

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HUMAN RESOURCES: NO. 7500

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	2,193	2,322	2,326	2,350	24	1.0%
CONTRACT LABOR	469	453	443	468	25	5.6%
EXPENSE TRANSFERS	(102)	0	(8)	(18)	(10)	125.0%
TRAINING & OTHER FRINGE BENEFITS	307	269	175	247	72	41.1%
SERVICES	996	845	725	1,015	290	40.0%
MATERIALS & SUPPLIES	124	93	67	115	48	71.6%
TRAVEL & OTHER MISCELLANEOUS	231	399	256	320	64	25.0%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	4,218	4,381	3,984	4,497	513	12.9%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	65.3	0.0	65.3	2,662	1,630	0	4,292
LIGHT RAIL	3.2	0.0	3.2	133	67	0	200
HEAVY RAIL	0.0	0.5	0.5	23	0	(18)	5
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	68.5	0.5	69.0	2,818	1,697	(18)	4,497

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ASSISTANT GENERAL MANAGER - FACILITIES AND PROCUREMENT: NO. 9099

EXPENSE CATEGORY (\$000)	FY 1990 ACTUAL	FY 1991 BUDGETED	FY 1991 ESTIMATED	FY 1992 ADOPTED	FY 1991 ESTIMATED TO FY 1992 ADOPTED	
					AMOUNT	%
NON-CONTRACT LABOR	155	269	259	274	15	5.8%
CONTRACT LABOR	0	0	0	0	0	0.0%
EXPENSE TRANSFERS	0	(44)	(5)	0	5	-100.0%
TRAINING & OTHER FRINGE BENEFITS	4	4	8	8	0	0.0%
SERVICES	1	1	0	1	1	0.0%
MATERIALS & SUPPLIES	1	1	1	1	0	0.0%
TRAVEL & OTHER MISCELLANEOUS	0	4	1	4	3	300.0%
ALL OTHER EXPENSES	0	0	0	0	0	0.0%
DEPARTMENT TOTAL	161	235	264	288	24	9.1%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON- LABOR	EXPENSE TRANSFER	TOTAL
BUS	3.8	0.0	3.8	263	14	0	277
LIGHT RAIL	0.2	0.0	0.2	11	0	0	11
HEAVY RAIL	0.0	0.0	0.0	0	0	0	0
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	4.0	0.0	4.0	274	14	0	288

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CONTRACTS, PROCUREMENT AND MATERIEL: NO. 9400

EXPENSE CATEGORY (\$000)	FY 1990	FY 1991	FY 1991	FY 1992	FY 1991 ESTIMATED TO	
	ACTUAL	BUDGETED	ESTIMATED	ADOPTED	FY 1992 ADOPTED	%
NON-CONTRACT LABOR	2,637	2,985	2,876	3,156	280	9.7%
CONTRACT LABOR	4,513	4,584	4,788	4,849	61	1.3%
EXPENSE TRANSFERS	(456)	0	(91)	(292)	(201)	220.9%
TRAINING & OTHER FRINGE BENEFITS	61	56	55	85	30	54.5%
SERVICES	204	216	83	107	24	28.9%
MATERIALS & SUPPLIES	1,568	128	290	619	329	113.4%
TRAVEL & OTHER MISCELLANEOUS	82	103	71	91	20	28.2%
ALL OTHER EXPENSES	(2)	0	1	0	(1)	-100.0%
DEPARTMENT TOTAL	8,607	8,072	8,073	8,615	542	6.7%

BUDGET BY MODE	POSITION EQUIVALENTS			OPERATING EXPENDITURES (\$000)			
	OPERATING	CAPITAL	TOTAL	LABOR	NON-LABOR	EXPENSE TRANSFER	TOTAL
BUS	204.6	0.0	204.6	7,094	859	0	7,953
LIGHT RAIL	13.8	0.0	13.8	546	43	0	589
HEAVY RAIL	0.0	8.6	8.6	365	0	(292)	73
AUTOMATED GUIDEWAY	0.0	0.0	0.0	0	0	0	0
TOTAL	218.4	8.6	227.0	8,005	902	(292)	8,615

GLOSSARY

GLOSSARY OF TERMS AND ABBREVIATIONS

- AFE - Authorization for Expenditure: Authorization for expenditure of capital funds; required for accounting purposes.
- ASRS - Automated Storage and Retrieval System which is a computerized warehouse system operating at the Central Maintenance Facility.
- ATU - Amalgamated Transit Union: Represents the District's mechanics and other maintenance employees.
- ACCESSIBLE SERVICE - Buses equipped with wheelchair lifts.
- ALTERNATE FUELS - Lower-polluting replacements for diesel fuels; State has mandated that all buses purchased after January 1, 1992 will be alternatively-fueled.
- ARBITRATION CASES - Third-level grievance cases which are denied and subsequently appealed by grievants; the appeals are submitted to independent arbitrators for review.
- AUTHORIZED - The number of Non-Contract positions the Board has approved and the number of Contract positions which the General Manager has authorized.
- AUTOMATED GUIDEWAY - Fixed-guideway transit vehicles operating without vehicle operators or other crewpersons on board the vehicle, e.g., Green Line (MGL).
- BRC - Budget Review Committee, consisting of the General Manager, Director of Management and Budget, Assistant General Manager - Operations, Assistant General Manager - Planning and Public Affairs, Assistant General Manager - Facilities and Procurement, and Controller-Treasurer.
- BENEFIT ASSESSMENT - Fee paid by non-residential property owners close to the rail alignment which represents their benefit derived from proximity to the system.
- BLUE LINE - Long Beach to Los Angeles Light Rail Train System; also called Metro Blue Line (MBL).
- BROKERING - Expansion of the Computerized Customer Information System (CCIS) to include other public transit operators in the region. This centralized bus route and schedule information service, which would promote ridership, would require subsidies from the other operators.

Southern California Rapid Transit District
Fiscal Year 1992 Budget

- FAREBOX REVENUE** - Fares paid by passengers (and fare subsidy providers) by means of cash in farebox and prepaid sales (passes, tickets, etc).
- GREEN LINE** - Automated Guideway Line planned to operate along the Century Freeway; also called Metro Green Line (MGL).
- HEADWAY** - Monthly magazine produced by the Personnel Department and distributed primarily to employees and retirees to communicate information of general interest.
- HEAVY RAIL** - A type of transit vehicle railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading, e.g., MOS-1, Phase II.
- HUB MILES** - Total miles driven by the District's bus fleet.
- JOINT DEVELOPMENT** - Partnership between public and private sector organizations to cooperatively improve real property for the benefit of both.
- LACTC** - Los Angeles County Transportation Commission.
- LABOR ACCOUNTS** - All accounts associated with a particular labor group (i.e., Non-Contract, UTU, ATU, TCU, TPOA, or Teamsters).
- LIGHT RAIL** - A type of electric transit vehicle railway with a "light volume" traffic capacity compared to "Heavy Rail." Light rail may be on exclusive or shared rights-of-way high or low platform loading, multi-car trains or single cars, automated or manually operated, e.g., Blue Line (MBL).
- MOS-1** - Minimum Operable Segment of the Red Line which runs approximately 4.4 miles through downtown.
- METHANOL FLEET** - Alternative fuel buses in revenue service to test the feasibility of low emission vehicles. This is a demonstration project partially funded by several public agencies.
- METRO BLUE LINE (MBL)** - Los Angeles to Long Beach Light Rail Train System; also called Blue Line.
- METRO GREEN LINE (MGL)** - Automated Guideway Line planned to operate along the Century Freeway; also called Green Line.
- METRO RED LINE (MRL)** - The subway system formerly known as Metro Rail.

Southern California Rapid Transit District
Fiscal Year 1992 Budget

- RTS-II REHABILITATION - A series of buses purchased by SCRTD in 1981 which are being rehabilitated to provide better service at lower operating cost.

- RED LINE - Subway system formerly known as Metro Rail; also called Red Line (MRL) and MOS-1.

- REGIONAL CORE - The City of Los Angeles Central Business District.

- REVENUE EQUIPMENT - Passenger-carrying buses and rail cars.

- REVENUE SERVICE HOUR - Total number of scheduled hours that a vehicle is in revenue service. Excludes hours spent traveling to and from storage facilities and during other deadhead travel.

- S RTP - Short Range Transit Plan: A three-year business plan which is used for internal planning and is required to be submitted to several governmental entities.

- SCHEDULE CHECKERS - Inspectors assigned to verify that buses operate along the assigned route in accordance with the prescribed schedule.

- SECTION 9 - A section of the Urban Mass Transportation Act of 1964, as amended, providing federal funds for both capital and operating purposes through a formula block grant program.

- SERVICE INSPECTORS - Surveillance personnel assigned to pose as passengers to report upon bus operator performance.

- SPECIAL ASSISTANTS - Contract employees who are temporarily assigned to less physically demanding work because of medical limitations.

- SUBROGATION - Recovery of money from a third party who caused harm in an incident involving the District where the District was not liable.

- TCU - Transportation Communication Union.

- TDA - Transportation Development Act: Subsidy paid to the District by the State of California.

- TOS - Transit Operations Supervisor.

- TPOA - Transit Police Officers Association: Represents the District's sworn peace officers.

- TRS - Transit Radio System.

APPENDIX

6.1 ATTACHMENT TO GENERAL MANAGER'S ORIGINAL LETTER, REVISED JUNE 13, 1991

The attached table details each module, noting the number of position equivalents (PE's) included and the total labor costs associated with them. In addition, non-labor items are described. Costs are listed as existing costs still included in the base (Existing Costs In), existing costs excluded from the base (Existing Costs Out), new costs not included in the base (Additive Costs), cost added mid-Fiscal Year 1991 and included in the base (Mid-Yr Add In), and costs added mid-Fiscal Year 1991 and not included in the base (Mid-Yr Add Out).

OPERATING MODULES

Mandatory/Regulatory Activities (\$5.4 Million)

The Mandatory/Regulatory Activities module includes labor and non-labor costs of activities which are currently required, as well as some which are not yet in place but may be required in Fiscal Year 1992. Among the components of this module are funds for site investigations, tank monitoring, tank licensing, and soil and water testing. Funds for some of these activities are included in the base budget since failure to comply with some environmental requirements may result in fines or the closure of facilities.

Other components of the module are positions and services to reduce energy consumption, to improve compliance with existing and anticipated mandatory and regulatory requirements, including the Regulation XV Rideshare program, and positions to improve District training in the use and maintenance of alternative-fueled vehicles. It will be necessary to secure additional sources of revenue to support the remainder of the components if the regulatory/mandatory changes anticipated are implemented.

Service Quality and Convenience (\$4.2 Million)

The Service Quality and Convenience module includes a variety of components designed to make qualitative improvements in customer service, thereby increasing

customer satisfaction and ridership. These include labor and non-labor costs of increased graffiti removal and vandalism abatement, an additional capacity to provide customer information, a terminal renovation program to clean and maintain District passenger terminals, a training program to improve customer relations of bus and train operators, and a pilot bus stop signage program to improve system information availability. If the District does not embark upon these programs, it will be difficult to achieve the District's goal of increased ridership. All programs in the Service Quality and Convenience module should be eligible for funding under Proposition C funds when they become available. None of these costs are included in the base budget.

Proposition C Security (\$4.4 Million)

Positions hired under the hiring plan for Light Rail Security have been and will continue to be used to augment bus security until they must be redeployed for Light Rail training in January, 1992. The additional sworn personnel have been deployed in special task forces and have been successful in improving patron security and increasing Transit Police visibility. If the current level of bus

Quality Management District (SCAQMD) mandates; and to develop services that may be readily adapted to support major rail projects scheduled to be implemented over the next 10 years. The results of these studies will ensure that District service continues to be responsive to the near and long-term needs of the communities we serve. This program will provide the opportunity to perform a comprehensive assessment of existing District services by establishing a systematic review process. It should be noted, however, that a policy decision needs to be made to address the issues associated with the privatization guidelines and other regulations that may limit the District's ability to respond to the findings of the Sector Studies.

Implementation of service improvements needed to address the increase in population and the major shifts in employment, travel patterns and demographics will not be possible if the program is not funded. A funding source has not been identified for this program. A portion of this module's costs are included in the base budget.

Bus Service Expansion (135,000 Hours) (\$6.3 Million)

A 2% bus service expansion program would add 135,000 service hours to the 7.15 million currently operated and take it up to the levels envisioned in the adopted SRTP. The major cost of the expansion would be operator labor, but would also include increased vehicle parts, fuel, tire and lubricants consumption. The service expansion is recommended consistent with the goal of increasing use of public transit to reduce congestion and pollution. Maintaining service at its current level is inconsistent with the goal of increasing ridership and relieving overcrowding. The cost of the service expansion should be eligible for Proposition C funds when they become available. None of the costs of this module is included in the base budget.

Light Rail Service Expansion (\$2.3 Million)

A 2% expansion in Light Rail service hours is proposed in response to higher than anticipated ridership, to encourage further increases in ridership and to replace bus lines 456 and 358 when they are discontinued on June 23, 1991 in the final phase of the bus/rail interface program. The expansion will be accomplished by reducing the headway on mid-day weekday service to 10 minutes, by reducing peak weekday service headway to eight minutes and by adding one car train service from 9:00 P.M. until 1:00 A.M. Some trips during peak periods are running at 170% of seated capacity. Without additional service, loads would increase up to 206% with the passengers of the two parallel bus lines. In addition, if service is not expanded, the load factors may cause some passengers to consider commuting via private automobile instead of train, and increases in Light Rail ridership would be difficult to achieve. The District has proposed this service increase to the LACTC with a request for augmentation of local funds to support it. To date, the LACTC has not agreed to fund the additional service. None of these costs is included in the base budget.

Non-Revenue Vehicle Maintenance (\$0.7 Million)

The capital shortfall for non-revenue vehicles has increased the operating budget. Increasing maintenance requirements for non-revenue vehicles have exceeded the capacity of the staff and the facility used to maintain the fleet. The module includes only the costs of additional positions needed to maintain the

Bus Electrification (\$0.2 Million)

The Bus Electrification Study is a new program, launched during Fiscal Year 1991 in response to the growing clean air requirements facing the District's operation. This module includes only new positions. Several existing positions included in the base budget have and will continue to support this program. The cost of this module does not include the cost of the existing personnel, nor does it include consulting services which have not yet been determined. These costs can only be addressed after the completion of Phase 1 in July 1991, when the scope of the balance of the project is better defined. The first phase of this project was funded under a work order from the LACTC. During Fiscal Year 1992, the District will push forward in route selection and Environmental Impact Report (EIR) activities. The objective for Fiscal Year 1992 is to complete these activities in order to be prepared to move into project-specific design activities in Fiscal Year 1993. To date, no funding agreement has been secured for these activities. All of the module costs are capitalized and included in the base budget.

**MODULE ALLOCATION (\$000)
FISCAL YEAR 1992**

MODULE	DESCRIPTION	PE'S	EXISTING COST (IN)	EXISTING COST (OUT)	ADDITIVE COST	MID-YR ADD (IN)	MID-YR ADD (OUT)
CAPITAL MODULES							
	HEAVY RAIL GRANTEE	14.0	1,156	0	0	0	0
	HEAVY RAIL ACTIVATION	42.9	579	0	1,446 *	496	0
	AUTOMATED GUIDEWAY	3.9	371	0	0	0	0
	BUS ELECTRIFICATION	2.0		0	0	204	0
	CAPITAL TOTAL	62.8	2,106	0	1,446	700	0

* INCLUDED IN BASE. EXPENSE TRANSFERRED, THEREFORE COST NEUTRAL.

DISTRICT - WIDE OBJECTIVES

Objective 1

Improve service quality by continuing the Transit Rider's Bill of Rights - increasing access, safety, cleanliness, convenience, courtesy and reliability of the mass transit system.

Objective 2

Continue implementation and evaluation of programs to increase ridership and passenger revenue and to reduce overcrowding.

Objective 3

Continue the comprehensive, aggressive, on-going program to mitigate graffiti and vandalism.

Objective 4

Perform design review, implement and operate, in conjunction with the Rail Construction Corporation and the Los Angeles County Transportation Commission, a rail transit system that is well integrated with the overall regional public transportation system and the communities it serves.

Objective 5

Promote development and implementation of alternative fuel vehicles for conversion of transit operations to "clean air" vehicles and technologies in support of regional air quality goals.

Objective 6

Promote regional transportation policies addressing service equity requirements and improved transit service developed jointly between the LACTC, municipal operators, cities and other agencies.

Objective 7

Promote urban planning and circulation policies which are supportive of transit operations and transit riders.

Objective 8

Continue the District's Disadvantaged Business enterprise policy and program, thereby ensuring maximum opportunity for DBE's to participate in the District's contract and procurement activities.

Objective 9

Administer the District's human resources programs in a cost effective, efficient manner designed to attract, hire, motivate and retain high-quality employees and to follow all equal opportunity guidelines.



Alan F. Pegg
General Manager

June 20, 1991

TO: Board of Directors
FROM: Alan F. Pegg
SUBJECT: Proposed Budget Reductions

As part of a set of actions to balance the District's Fiscal Year 1992 budget, each department was asked to submit a proposal to reduce their individual department budgets by approximately 2%. The Board received a copy with these instructions earlier this month. The attached table represents the outcome of that analysis. The value of this proposed reduction package is \$6.3 million.

Respectfully,

A handwritten signature in black ink, appearing to read "Alan F. Pegg", is written over the typed name.

Alan F. Pegg

Attachment



Alan F. Pegg
General Manager

June 24, 1991

TO: Board of Directors
FROM: Alan F. Pegg
SUBJECT: Recommendation to Adopt the Proposed Fiscal Year 1992 Annual Budget

RECOMMENDATIONS

It is recommended that the Board of Directors:

1. Adopt the Proposed 1992 Annual Budget with the changes described below.
2. Authorize the General Manager to create Non-Contract positions included in the Proposed Fiscal Year 1992 Annual Budget, as revised in the attached Figure 13, concurrent with the Board's adoption of the Budget.
3. Adjust the Non-Contract Salary schedule by an amount not to exceed 4.6% with actual pay adjustments to vary with performance evaluations.

SUMMARY

The Board is presented with a balanced budget. The budget assumes no fare adjustments. It also assumes no Proposition C revenue. It assumes both the revenue in the form of Proposition A 35% rail dollars and the expense to continue the build-up of Transit Police to assume Light Rail security responsibilities in July, 1992. And most importantly, it assumes a reduction of 200,000 hours of bus service from current operating levels. This action will undo the efforts taken this year to relieve overcrowding and improve service quality. A separate report discusses the opportunities for financing the 200,000 hours of bus service and restoring some of the reductions required to balance the budget.

BACKGROUND

The Board received copies of the Proposed Fiscal Year 1992 Annual Budget at the Committee of the Whole meeting held on June 6, 1991. Additional budget information was distributed at the meeting on June 13, 1991. Budget discussions were held at the special Committee of the Whole meeting on June 20, 1991.

The reduction of 200,000 service hours will eliminate service added after the adoption of the Fiscal Year 1991 Budget, reducing service from the 7.15 million hours operated to the 6.95 million hours budgeted in Fiscal Year 1991. This reduction is contrary to the District's efforts to relieve overcrowding, improve service quality and to encourage ridership. The loss of this service will have a detrimental effect on the District's patrons and their attitude about their public transit system. The reduction will reverse progress made toward the District's goals and will deprive the public of the service it needs and deserves. And since the reduction cannot be accomplished starting July 1, 1991, the annualized reduction will exceed 200,000 hours.

Other operating cost reductions include reductions in the operator-to-assignment ratio, as well as reductions in customer service, in maintenance and repair and consultant services, and in insurance reserves. These reductions will be less obvious to the riding public but may affect service reliability, customer information availability, and non-revenue equipment and facility support.

The net effect of these changes is a reduction in expenses of \$18.4 million.

CREATION OF POSITIONS

After correcting the changes noted above, the total staffing requirement for the District has been increased by a net total of 123 positions for a revised total of 8,474 positions. The increase is due mainly to additional positions added mid-year for Light and Heavy Rail and to a small extent for support of service and cost containment enhancements in various departments. Most of the positions added are cost neutral in the operating budget, i.e., they are for rail projects and have dedicated funding sources. Positions associated with the reduction of 200,000 service hours and positions sacrificed to balance the budget are also factored into the net increase number. No reclassifications are included with the budget adoption since classification studies are funded and completed on an on-going basis.

ADJUSTMENT OF NON-CONTRACT SALARY SCHEDULE

As reported, personnel resources have been added to meet the expanding workload in the various modes as identified in Figure 13. The District will selectively recruit personnel for all vacant positions necessary to perform tasks essential to the fulfillment of our service objectives. Attracting qualified employees requires fair market compensation packages and training opportunities to heighten job skills.

The District's Non-Contract Pay-for-Performance system is an important component of its compensation program. An increase not to exceed 4.6% is proposed in the Non-Contract schedule, with actual employee pay adjustments to vary based on performance evaluations. The Pay-for Performance increases will be retroactive to July 1, 1991.

RECEIVED

APR 16 1990

G/13

MINUTES/PROCEEDINGS

Special Board Meeting
Board of Directors
Tuesday, March 27, 1990
District Board Room
425 South Main Street
Los Angeles

MARCH 27, 1990

Called to order at 2:45 p.m. by President Swanson

Directors Present:

Gordana Swanson, President	Jeff Jenkins
Marvin L. Holen, Vice-President	Don Knabe
Joseph S. Dunning	Nick Patsaouras
Larry Gonzalez	Kenneth R. Thomas

Directors Absent:

Jerold F. Milner	Charles H. Storing
Jay B. Price	

1. Considered update report on security for the Blue Line system.

At the beginning of the meeting, President Swanson asked that the various documents before the Board be identified as follows:

- | | |
|---------------|--|
| Exhibit A - | Report from Alan F. Pegg, dated March 26, 1990,
Subject: Blue Line Security Costs |
| Exhibit B - 1 | Report from Larry Gonzalez, dated March 27, 1990
Subject: Proposed Contract with Los Angeles
County Sheriff's Department and Los
Angeles County Transportation Commis-
sion. |
| Exhibit B - 2 | Resolution of the Board of Directors Southern
California Rapid Transit District Approving an
Agreement with the County of Los Angeles and
the Los Angeles County Transportation Commis-
sion for Law Enforcement Services (Metro Blue
Line) |
| Exhibit B - 3 | Agreement for Law enforcement services on the
Metro Blue Line. |

Discussion continued regarding the termination clause, and Mr. Hammargren volunteered to contact Sheriff Block to clarify this point.

Director Holen inquired about the authority of a fare enforcement person if they did not have police status. Chief Papa replied that it would require an adopted resolution of the Board to grant that authority to a non-sworn fare inspector.

Mr. Hammargren commented that the Sheriff's Department would like to be the law enforcement agency for the Blue Line, and they would be responsible to the District but does not intend to become the police agency for the Transit District. He continued that the Sheriff understands that at any time a client can become dissatisfied and can secure a different provider of services. He stated the Sheriff's position that the term of the contract would be for two years and that termination must be for cause.

A question was asked about the risk of litigation as a result of a part of the operation being performed by another agency. Upon advice of counsel, the Board recessed to Closed Session at 3:59 p.m. in accordance with Section 54956.9 B1 and B2 of the Code, returning at 4:33 p.m. with all Directors present except Directors Milner, Price and Storing.

Appearance of J. Travers speaking against the Transit Police.
Appearance of F. Bielman, RTD Transit Police, speaking against the use of the Sheriff's Department.

Mr. Hammargren again appeared before the Board indicating he had talked to Sheriff Block and the Sheriff agrees with the concept of 'whenever' however, termination of the contract must be for cause not convenience. Upon further inquiry, Mr. Hammargren stated the termination clause in the contract would be the standard termination clause used in the Sheriff's contracts with municipalities.

Director Knabe made a motion to adopt a resolution to enter into agreements with the Los Angeles County Sheriff's Department and the Los Angeles County Transportation Commission as attached to the document entitled "Exhibit C" for the provision of law enforcement services on the Blue Line for a two-year period, with the resolution to be amended to include provision for fare inspection by the Sheriff's Department at no additional cost, and the funding of start-up costs of the Transit Police Department by the Los Angeles County Transportation Commission 'whenever' the decision is made by the SCRTD Board of Directors to have this law enforcement service performed by the Transit Police, and to

RESOLUTION

WHEREAS, the Southern California Rapid Transit District and the County of Los Angeles, through their respective legislative bodies, are desirous of entering into an agreement whereby the County of Los Angeles, through the Sheriff thereof, shall provide law enforcement services for the Southern California Rapid Transit District on the Metro Blue Line, a 20.6 mile Light Rail Transit line between downtown Los Angeles and downtown Long Beach entirely within the County of Los Angeles; and

WHEREAS, the County of Los Angeles, through its Sheriff's Department, will provide to the Southern California Rapid Transit District law enforcement services for an estimated annual cost of \$9,953,934, excluding liability insurance, based on current service requirements and conditions. The services will include fare inspection, but will not include security guards; should such personnel be provided by the Southern California Rapid Transit District, only non-sworn personnel shall be used; and

WHEREAS, the Los Angeles County Transportation Commission will fund the Sheriff Department's estimated annual cost of \$9,953,934 for the provision of law enforcement services on the Metro Blue Line, start-up capital costs for the Sheriff's Department, liability insurance, and all reasonable costs incurred by the Southern California Rapid Transit District in administering the Agreement; and

WHEREAS, the Los Angeles County Transportation Commission will fund the ongoing wages, fringe benefits, and all other related net costs for Southern California Rapid Transit District Police personnel and equipment, hired and/or procured to date for the purpose of providing law enforcement services on the Metro Blue Line, when such personnel and/or equipment are transferred to, and used for the purposes of enhancing security on, the Southern California Rapid Transit District bus system; and

WHEREAS, the Los Angeles County Transportation Commission will fund whenever the SCRTD Board of Directors decides that the SCRTD Police should be responsible for Metro Blue Line law enforcement all reasonable net costs incurred by the Southern California Rapid Transit District in recruiting, hiring and training personnel and the procurement of equipment;

7. The General Manager is authorized and directed to negotiate an Agreement with the Los Angeles County Transportation Commission which will call for the full reimbursement of the net costs whenever the SCRTD Board of Directors decides that the SCRTD Police should be responsible for Metro Blue Line law enforcement incurred by the Southern California Rapid Transit District in the recruitment, hiring and training of personnel, and in the procurement of equipment.

CERTIFICATION

The undersigned, duly qualified and acting as District Secretary of the Southern California Rapid Transit District, certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Board of Directors of the Southern California Rapid transit District held on March 27, 1990.

District Secretary

DATED: April 9, 1990

(SEAL)

Mr. King accepted the amendment.

Motion was carried with a "no" vote by Mrs. Bacharach.

Metro Blue Line Law Enforcement

An action was taken by the RTD Board yesterday and Mr. Peterson wanted this item brought before the Commission today. Mr. Kelsey indicated that eight votes were required to put this item on the agenda. Mrs. Bacharach moved to add this item to the agenda, which was seconded.

Roll call vote was taken to add this item to the agenda:

Yes: King, Szabo, Korek, Remy, Alatorre, Grabinski, White, Bacharach, Stevens, Edelman

No: Lewis

Mr. Peterson explained that the RTD Board authorized their staff to negotiate a contract with the Sheriff's Department to provide security on the Blue Line during its first two years of operation. They also authorized their staff to negotiate an agreement with us regarding financing and funding certain portions of this agreement. First, the Commission needs to approve approximately a million dollars to allow the Sheriff to get going on acquiring the equipment that is necessary to get started by July 15. Secondly, at a later time LACTC staff will bring before the Commission other costs that will be associated with this agreement.

Mr. King moved approval, seconded by Mrs. Bacharach.

Discussion followed.

Roll call vote on Mr. King's motion:

Yes: Lewis, King, Szabo, Korek, Remy, Alatorre, Grabinski, White, Bacharach, Stevens, Edelman

No: None

Motion was carried.

Operating Agreement with the SCRTD, funding for those items contained in the attached resolution adopted by the SCRTD Board of Directors at its March 27, 1990 meeting. Key items from that resolution and the costs related thereto are:

- o The Sheriff's Metro Blue Line law enforcement and fare inspection services. The FY'91 cost will not exceed \$11,550,700 (as recommended by the RCC). The actual amount, which will be negotiated between the Sheriff's Department and the SCRTD, should be in the order of \$10,770,000 including liability insurance.
- o The SCRTD's costs for managing the Sheriff's Department's work and administering the contract. This FY'91 cost should be in the order of \$925,000.
- o The SCRTD's costs of enhancing security on the bus system through the transfer of SCRTD Police personnel originally hired to work on the Metro Blue Line. This FY'91 cost is estimated to be in the order of \$1.23 million dollars.
- o The SCRTD's costs of providing security guards for Metro Blue Line facilities. This FY'91 cost is estimated to be in the order of \$690,000.
- o The SCRTD's costs of recruiting, hiring and training of SCRTD Police personnel and purchasing equipment if a decision is made to not continue the Sheriff's contract after June 30, 1992. The costs here would be incurred in FY'92 and could amount to close to \$7 million dollars.

BACKGROUND

Capital Funds for the Sheriff's Department

Work Order No. SD-89-0016 between the Commission and the Los Angeles County Sheriff's Department calls for the provision of law enforcement services on the Metro Blue Line until ROD, i.e., until July 16, 1990. The current value of this two-phased Work Order is \$1,015,000. Phase I, in the amount of \$68,000, covered the period October 23, 1989 through November 22, 1989.

Phase II covered the period November 22, 1989 through ROD, i.e., July 16, 1990. This ongoing phase provides the same security functions as Phase I, but with longer hours of coverage.



March 27, 1990

TO: Board of Directors
 FROM: Larry Gonzales
 SUBJECT: Agreement with Los Angeles County for the Sheriff's
 Department to Provide Law Enforcement Services on
 Metro Blue Line

RECOMMENDATION

Consider a recommendation to accept a proposal from, and to negotiate and execute an Agreement with, the County of Los Angeles whereby the County, through the Sheriff's Department, would provide law enforcement services on the Metro Blue Line for a period of two years, July 16, 1990 through June 30, 1992, at an estimated annual cost of \$9,953,934, excluding liability insurance; form of agreement subject to approval of the General Counsel.

BUDGET IMPACT

Funds to cover the cost of this procurement through the period July 16, 1990 to June 30, 1992 will be provided by the Los Angeles County Transportation Commission. Such funds will include reimbursement of those reasonable expenses incurred by the District in administering the Agreement with the County as well as those for liability insurance (both amounts to be determined).

A. KEY FEATURES OF PROPOSED AGREEMENT BETWEEN THE SCRTPD AND THE LASH

1. The services provided would only encompass duties and functions of the type coming within the jurisdiction of and customarily rendered by the Sheriff of the County of Los Angeles under the Charter of the County and statutes of the State of California. Such services would not include the provision of Metro Blue Line fare inspectors and security guards.

BOARD OF DIRECTORS
From: Larry Gonzales
3/27/90
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- It would be agreed that in all instances where special items, emblems, stationery, notices, forms, and the like which would have to be issued in the name of the SCRTD, these items would be supplied by the SCRTD at its own cost and expense.
5. All persons employed in the performance of such services and functions pursuant to the Agreement would be County employees, and no SCRTD employee would be taken over by the County, and no person employed by the County would have any SCRTD pension, civil service, or any status or right. The SCRTD would have no liability for Worker's Compensation claims.
 6. The SCRTD would not be called upon to assume any liability for the direct payment of any salaries, wages, or other compensation to any County personnel performing services for the SCRTD. The SCRTD would not be liable for compensation to any county employee for injury or sickness arising out of his employment. Nor would the SCRTD be liable for any acts of negligence or willful misconduct of any County personnel.
 7. It would be agreed that SCRTD-provided Fare Inspectors and Security Guard personnel on the Metro Blue Line would not be sworn peace officers as defined under the statutes of the State of California.
 8. Unless sooner terminated as provided for therein, the Agreement would be effective July 16, 1990 and would remain in effect until June 30, 1992.
 9. During the term of the Agreement (July 16, 1990 through June 30, 1992), the SCRTD would have the right to terminate the Agreement for cause, but not for convenience.
 10. The SCRTD would pay for such service or services as are rendered under the Agreement according to a Rate Schedule (See Attachment 1), plus such additional amounts as determined by the County's Auditor-Controller that would reflect any amendment to the County Salary Ordinance related to salaries and employee benefits adopted by the Board of Supervisors.

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Transportation Administration Project Management Guidelines for Grantees including, but not limited to, provisions regarding Affirmative Action and Equal Employment Opportunity, Disadvantaged Business Enterprise utilization, Hatch Act, Environmental Protection and Audit.

15. The Sheriff's Department would furnish the SCRTD with details of the number, ranks and duties of personnel to be assigned to Blue Line duty and the cost thereof, including salaries, fringe benefits, overhead and indirect costs, outside purchases of materials and services and related capital costs such as police vehicles and other equipment. The SCRTD and Sheriff's Department would acknowledge the level of services required cannot be predicted with certainty at this time and that increases, decreases or shifts in services provided may be necessary. Any increases in services would be dependent upon the provision of funding for this purpose by SCRTD from the LACTC.

B. KEY FEATURES OF PROPOSED AGREEMENT BETWEEN THE SCRTD AND THE LACTC

1. This Agreement will acknowledge that the SCRTD has been building up a Metro Blue Line Police Unit over the course of the past year and that those personnel hired to date will not be displaced. It will state that LACTC will fund the net costs of transferring these personnel to the SCRTD Bus Division for the purpose of enhancing security thereon.
2. Furthermore, whenever the SCRTD Board of Directors decides that the SCRTD Police should be responsible for Metro Blue Line law enforcement, the Agreement will state that the LACTC will fund all reasonable costs incurred by the SCRTD in recruiting, hiring and training personnel, and the procurement of equipment.

Attachments: 1. Rate Schedule
2. Resolution

(72B3.C1)

**A RESOLUTION OF THE BOARD OF DIRECTORS
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
APPROVING A COUNTY AGREEMENT
FOR LAW ENFORCEMENT
(METRO BLUE LINE)**

WHEREAS, the Southern California Rapid Transit District and the County of Los Angeles through their respective legislative bodies are desirous of entering into an Agreement whereby the County of Los Angeles, through the Sheriff thereof, shall provide law enforcement services for the Southern California Rapid Transit District on the Metro Blue Line, a 20.6 mile Light Rail Transit line between downtown Los Angeles and downtown Long Beach entirely within the County of Los Angeles; and

WHEREAS, the County of Los Angeles through its Sheriff's Department has joined with many government entities in Los Angeles County in the development of a strong and cohesive contractual law enforcement program; and

WHEREAS, the Contract Law Enforcement Program has served to eliminate duplicative costs and efforts among law enforcement agencies; and

WHEREAS, the County of Los Angeles, through its Sheriff's Department, will provide to the Southern California Rapid Transit District law enforcement services for an estimated annual cost of \$9,953,934, excluding liability insurance, based on current service requirements and conditions. The services will not include fare inspectors and security guards; should such personnel be provided by the Southern California Rapid Transit District, only non-sworn personnel shall be used; and

WHEREAS, the Los Angeles County Transportation Commission will fund the Sheriff Department's estimated annual cost of \$9,953,934 for the provision of law enforcement services on the Metro Blue Line, start-up capital costs for the Sheriff's Department, liability insurance, and all reasonable costs incurred by the Southern California Rapid Transit District in administering the Agreement; and

WHEREAS, the Los Angeles County Transportation Commission will fund the ongoing wages, fringe benefits, and all other related net costs for Southern California Rapid Transit District Police personnel and equipment, hired and/or procured to date for the purpose of providing law enforcement services on the Metro Blue Line, when such personnel and/or equipment are transferred to, and used for the purposes of enhancing security on, the Southern California Rapid Transit District bus system; and

3/27/90

equipment, hired and/or procured to date for the purpose of providing law enforcement services on the Metro Blue Line, when such personnel and/or equipment are transferred to, and used for the purpose of enhancing security on, the Southern California Rapid Transit District bus system.

Section 7. The General Manager is authorized and directed to negotiate an Agreement with the Los Angeles County Transportation Commission which will call for the full reimbursement of the net costs whenever the SCRTD Board of Directors decides that the SCRTD Police should be responsible for Metro Blue Line law enforcement incurred by the Southern California Rapid Transit District in the recruitment, hiring and training of personnel, in the procurement of equipment.

PASSED, APPROVED AND ADOPTED this 22nd day of March, 1990.

CHAIRPERSON, BOARD OF DIRECTORS
SOUTHERN CALIFORNIA RAPID
TRANSIT DISTRICT

ATTEST:

(SEAL)



Alan F. Pegg
General Manager

June 25, 1991

TO: Board of Directors
FROM: Alan F. Pegg
SUBJECT: Potential Additional Sources of Revenue/Reductions in Expenditures

RECOMMENDATIONS

It is recommended that the Board of Directors consider the following potential additional sources of revenue and reductions in expenditures for the fiscal year 1992 (FY92) budget:

1. Borrowing funds for bus capital purposes to free up Transportation Development Act funding for operations.
2. Increase in Blue Line operating subsidy from the Los Angeles County Transportation Commission (LACTC).
3. Allocation of State Transportation Act (STA) funds for operations by LACTC.
4. Increase in Benefit Assessment District (BAD) interest earnings.
5. Use of Proposition C interest revenue for operations.
6. Reduction in Los Angeles Sheriff's Department (LASD) contract costs by transferring functions to District employees.
7. Fare adjustments.

SUMMARY

Under separate cover dated June 24, 1991, I made recommendations to adopt the Fiscal year 1992 Annual Budget. This memo covers additional items that were not completed at the time of the completion of that memo.

Potential Additional Sources of Revenue/
Reduction in Expenditures
June 25, 1991
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While providing additional funding in the short term, this procedure requires significant additional funding in the out years for debt service. Therefore, use of debt financing to purchase capital assets should not be entered into lightly. This procedure, by itself, does nothing to resolve the perennial underfunding of bus capital renewal and replacement costs.

2. Blue Line Operating Subsidy Increase

Blue Line ridership has increased to the point where an increased level of service is recommended. District staff has proposed the following service increases, at the costs shown below (net of farebox revenue), to LACTC staff:

Decrease Weekday Peak Headway from Ten minutes to Eight Minutes	\$ 750,000
Increase Weekday Hours of Service from 9:00 p.m. to 11:00 p.m.	500,000
Decrease Weekday Midday Headway from 15 minutes to 10 minutes	950,000
Increase Weekday Hours of Service from 11:00 p.m. to 1:00 a.m.	<u>350,000</u>
Total	<u>\$2,550,000</u>

(The four service additions above are listed in the recommended priority for implementation. If they are implemented in an order different from that shown, the cost of each package will change, although the total will remain constant.)

The proposed FY92 LACTC budget contains a line item of \$3.3 million for Blue Line service expansion. LACTC staff has informed us that part of this \$3.3 million could possibly be used for bus service.

The \$2.55 million shown above is the full year cost of the additional service shown. Since it is not now possible to implement all of this service on July 1, 1991, the actual FY92 additional costs of Blue Line operations would be somewhat lower. We have estimated the most we could spend on additional Blue Line service in FY92 is \$2.2 million, leaving an additional \$1.1 million from the LACTC budget proposal that could be used for budget deficit reduction.

**Potential Additional Sources of Revenue/
Reduction in Expenditures
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At the June 20 LACTC Finance and Programming Committee meeting, LACTC presented a report that estimated FY92 Proposition C interest revenues at \$16,167,000. The report also recommended spending \$8,861,000 of this interest for the Freeway Service Patrol. In addition, \$9,000,000 of Proposition C interest may be spent on the SMART Corridor project in July, 1992, thereby effectively spending all of the FY92 Proposition C interest earnings.

If, however, the SMART Corridor is funded from a separate project, as is being studied, or if the Commission decides not to fund the Freeway Service Patrol from Proposition C interest revenues, a portion of these funds may be available for transit operating subsidies. If usual procedures are followed for such funding, SCRTD would receive approximately 85% of the funding and the Municipal operators would receive the other 15%.

Therefore, if all the Proposition C funding is not committed to the SMART Corridor and Freeway Service Patrol projects, we recommend that the remaining portion be made available for transit operations. Since 45% of Proposition C is dedicated to transit purposes (40% transit discretionary plus 5% transit security), we believe that it is reasonable for a comparable portion of the interest earnings on the funds held in escrow be dedicated to transit purposes.

45% of the \$16.1 million Proposition C interest would yield \$7.2 million for all transit operators; 85% of \$7.2 million would yield \$6.1 million for SCRTD.

6. LASD Contract Cost Reductions

The current budget includes \$12,460,000 for the Los Angeles Sheriff's Department Blue Line security agreement. LASD has proposed reducing this amount by \$1,728,461, the reduction being for:

- . Eliminating one two-person patrol car on the night shift
- . Transferring responsibility for fare inspection to SCRTD

After researching the implications of the elimination of the night shift patrol car, we believe that this can be implemented without significantly impacting Blue Line security, for a savings of approximately \$300,000.

If the District funds the build-up of the Transit Police to take over Blue Line security at the beginning of FY93, then we could



Alan F. Pegg
General Manager

June 26, 1991

TO: Board of Directors
FROM: Alan F. Pegg
SUBJECT: Amended Fiscal Year 1992 Budget Recommendation

Following last Thursday's Special Committee of the Whole Meeting, I directed staff to develop a balanced budget assuming no fare adjustment and no Proposition C revenues. In addition, the budget was to include the Transit Police Light Rail Security module and reduce expenses by \$24.7 million, including \$11.1 million to reduce 200,000 hours from current bus service levels. That package, dated June 24, 1991, was delivered with your Board materials. It also referred to a separate report discussing the opportunities for financing the 200,000 hours of bus service and restoring some of the reductions required to balance the budget.

That report, dated June 25, 1991, was "faxed" to the Board that afternoon. It listed seven potential additional sources of revenue or further reductions in expenditures. A copy was transmitted to the Executive Director of the Los Angeles County Transportation Commission (LACTC).

On Wednesday morning, June 26, 1991, my staff and I met with the Executive Director of LACTC and members of his staff. After considerable discussion of each of the seven items, the Executive Director agreed to recommend to LACTC that the TDA dollars freed up by their proposal to finance the bus capital program be reprogrammed for District operations. This provides \$8.9 million of additional revenue. The Commission's original funding marks programmed \$166,893,000 for the District's TDA allocation. The most recent funding mark was \$157,992,700 offset by an equal amount of revenue financing. He also agreed to leave the door open for future consideration of some of the remaining items.

Based on this understanding, subject to action by LACTC, I am prepared to amend the staff recommendation regarding the Fiscal Year 1992 budget as follows:

Revenues

Revised Total	\$637,653,000
Reprogrammed TDA	8,900,000
Fare Revenue - 200,000 Hours of Service	<u>4,000,000</u>
	<u>\$650,553,000</u>