

LAW ENFORCEMENT CONTRACT NEGOTIATIONS STATUS

**Board of Directors
April 23, 2009**



Metro

Accountability

- **Metro**

- Work with LASD to develop improved (more detailed) reports
- Identify/establish performance measure, for tracking purposes, and include performance standards in the SOW
- Require exception reporting on a daily basis
 - Monthly actual deployment report
 - Data that is reconciled with billing invoice
 - Fare Enforcement Saturation reports

- **LASD**

- LASD has indicated that they are in agreement on improving reporting



Details of Contract Value

- **Metro**

- Cost proposal baseline of \$61.2M (\$60M plus 1.9% CPI increase)
- FTE model versus minutes based charges
 - Position based
 - Relief factor
 - Other TSB resources (bomb squad, helicopter, SWAT, and other non-TSB resources to be provided at no additional cost for a multiplier effect)
- Negotiate incremental staffing requirements for MGLLEE in line with costs comparable to Orange Line (\$4.7M) opening which was a totally new line with 13 station, not an extension of an existing trunk
- Deployment that balances modes
 - No significant degradation to Rail
 - Increase in allocation of resources to Bus
- Review other personnel costs (such as Law Enforcement Technicians and clerks to determine if any of these costs can be reduced)

- **LASD**

- Schedule with the number of FTEs by classification was provided by LASD Contract Law
- Latest cost proposals with FTE numbers has no detailed deployment by mode
 - Cost proposal baseline that meets the \$61.2M target resulted in a reduction of 8 supervisors, 48 deputies, and 34 fare inspectors
- MGLLEE cost proposal of \$8.7M
 - MGLLEE proposal for additional 8 stations to trunk line includes an increase of 5 supervisors, 4 motors, 36 deputies, 30 fare inspectors



Supervisory Ratio

- **METRO**

- LASD shall at least have 7 deputies for every supervisor
 - Supervisory ratios that are comparable to standards
 - LASD Cerritos 1: 5.6
 - LAPD Southwest Station 1: 12
 - San Francisco 1: 7.1
- LASD shall reduce existing command staff and ratios to acceptable management practices
- Cost reduction from reduced command staff shall be reallocated towards adding additional sworn deputies to police the transit system
- Consolidated Administrative headquarters to reduce current administrative dollars which could be reallocated to modes
- Two bureaus “increase administrative costs and divert resources from direct service”
- Request reallocation of administrative staffing to line to provide more coverage to rail and bus modes

- **LASD**

- Proposed a reduction in Sergeants in the base proposal
- Proposed increase in Lieutenants and Sergeants for expansion of MGLEE although it is an addition of 8 stations to the trunk line
- High number of supervisors in administrative positions rather than line functions
- Two bureaus (north and south)

DISCUSSION