

September 23, 1998



Los Angeles County
Metropolitan
Transportation
Authority

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TO: BOARD OF DIRECTORS

FROM: JAMES P. REICHERT
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SUBJECT: BUS ASSIGNMENT AND FLEET MANAGEMENT

BACKGROUND

Effective management of the bus fleet reduces operating cost and improves the performance of the operating divisions. Transit Operations has taken a proactive approach in managing the bus fleet as part of its overall strategy of improving vehicle performance, appearance, and reliability.

FLEET DEPLOYMENT PLAN

Fleet Management developed a fleet deployment plan based upon the four primary factors that affect fleet maintainability:

- **Fuel Type** - all new buses procured since 1995 are powered with Compressed Natural Gas (CNG), which limits the assignment of these buses to Divisions 8, 10, 15, and 18. CNG buses will be assigned to Division 3 after completion of fueling facilities in January, 1999.
- **Fleet Type** - commonality in bus types at each operating division is an important factor in reducing parts inventory, staff training, and improving maintenance productivity. The goal of Transit Operations is to reduce the fleet types at each operating division to three or less.
- **Fleet Age** - equalizing the average age of the buses at each operating division is an important factor in distributing the work load since older buses naturally require more maintenance. The ability to equalize the fleet age has been hampered by a limited CNG infrastructure.
- **Federal Regulations (Title 6)** - existing regulations require the MTA to distribute new vehicles throughout the service area to the best of its ability. The agency is presently assigning new buses to operating divisions based upon capabilities of the fueling infrastructure and reassigning the remainder of the fleet in adherence with the criteria outlined above.

The fleet deployment guidelines outlined above provide long-run equity between operating divisions. As shown in the attachments, commonality in fleet types and equity in fleet age will improve between September and December, 1998 due to the addition of new CNG and low-floor clean diesel buses, conversion of the alcohol fleet to clean diesel, and retirement of the 18-year old RTS II buses. Fleet Management will limit future movement of bus types to reduce loss of productivity and related operating expense.

ATTACHMENTS

- I. - Fleet Deployment (September 21, 1998)
- II. - Fleet Deployment (December 13, 1998)

Attachment I

Los Angeles County Metropolitan Transportation Authority Transit Operations Support VMS Support Team Bus Assignment By Series/Operating Divisions (Active Fleet) As of September 21, 1998

Series	Make	Year	DIV 1	DIV 2	DIV 3	DIV 5	DIV 6	DIV 7	DIV 8	DIV 9	DIV 10	DIV 15	DIV 18	Total All Divisions
1100	NEOPLAN	1987	14	0	5	0	0	0	13	37	0	0	20	89
12-1502	TMC- METH/ETH	1992	5	21	0	0	0	9	0	21	0	0	0	56
12-1502	TMC- CONV/CNG	1992	0	0	0	0	0	0	0	0	1	0	0	1
12-1502	TMC- CONV/DIESEL	1992	1	2	0	14	0	0	0	4	0	0	0	21
1970-99	TMC- CONV/DIESEL	1989	0	0	0	1	0	0	0	1	0	0	0	2
1970-99	TMC- METH/ETH	1989	3	0	0	0	0	0	0	2	0	0	0	5
20-2266	TMC-DIESEL	1988	19	14	4	28	40	146	0	0	0	0	13	264
23-2402	TMC-DIESEL	1989	3	0	59	8	0	5	0	0	0	0	27	102
25-2649	FLX METRO	1988	0	0	0	67	0	0	50	26	0	0	0	143
27-2764	FLX METRO	1990	0	0	0	4	0	0	0	38	20	0	0	62
28-2870	FLX METRO	1990	0	0	0	0	0	0	0	57	14	0	0	71
29-2932	FLX METRO	1992	0	0	0	0	0	0	0	33	0	0	0	33
30-3019	NEWFLYER DIESEL	1998	0	0	0	1	0	0	0	0	0	0	0	1
33-3714	NEOPLAN	1984	87	57	0	49	0	0	16	3	0	167	9	388
4400	GMC RTSII	1982	0	0	20	0	0	0	0	0	0	0	0	20
45-4695	NEOP CNG (LG)	1995,96	0	0	0	2	0	0	74	0	66	54	0	196
46-4793	NEOP CNG (NE)	1996,97	0	0	0	20	0	0	0	0	1	0	77	98
63-6600	NEOP CNG	1997,98	0	0	0	6	0	0	0	0	109	0	127	242
82-9139	GMC RTSII	1980,81	53	48	90	20	23	85	2	0	0	3	0	324
Total			185	142	178	220	63	245	155	222	211	224	273	2118
PEAK			154	116	148	179	52	202	129	183	175	186	227	1751
4-12 / JUNE			187	141	179	215	63	245	155	222	211	224	273	2115
Fleet Age per Division			14.4	14.0	14.7	10.6	13.2	12.9	7.5	8.8	2.9	11.8	3.8	9.9

Attachment II

Los Angeles County Metropolitan Transportation Authority Transit Operations Support VMS Support Team Bus Assignment By Series/Operating Divisions (Active Fleet) As of DECEMBER 13, 1998

Series	Make	Year	DIV 1	DIV 2	DIV 3	DIV 5	DIV 6	DIV 7	DIV 8	DIV 9	DIV 10	DIV 15	DIV 18	Total All Divisions
1100	NEOPLAN	1987	19	0	0	0	0	0	13	37	0	0	20	89
12-1502	TMC- METH/ETH	1992	5	21	0	0	0	9	0	21	0	0	0	56
12-1502	TMC- CONV/CNG	1992	0	0	0	0	0	0	0	0	1	0	0	1
12-1502	TMC- CONV/DIESEL	1992	1	2	0	40	0	0	0	5	0	0	0	48
1970-99	TMC- CONV/DIESEL	1989	0	0	0	5	0	0	0	1	0	0	0	6
1970-99	TMC- METH/ETH	1989	3	0	0	0	0	0	0	0	0	0	0	3
20-2266	TMC-DIESEL	1988	22	0	1	30	49	149	0	0	0	0	13	264
23-2402	TMC-DIESEL	1989	0	0	56	12	0	9	0	0	0	0	25	102
25-2649	FLX METRO	1988	0	0	0	67	0	0	19	26	0	31	0	143
27-2764	FLX METRO	1990	0	0	0	4	0	0	0	38	20	0	0	62
28-2870	FLX METRO	1990	0	0	0	0	0	0	0	57	14	0	0	71
29-2932	FLX METRO	1992	0	0	0	0	0	0	0	33	0	0	0	33
30-3019	NEWFLYER DIESEL	1998	0	0	0	20	0	0	0	0	0	0	0	20
33-3714	NEOPLAN	1984	110	86	70	54	0	0	0	0	0	68	0	388
4400	GMC RTSII	1982	0	0	20	0	0	0	0	0	0	0	0	20
45-4695	NEOP CNG (LG)	1995,96	0	0	0	0	0	0	100	0	22	74	0	196
46-4793	NEOP CNG (NE)	1996,97	0	0	0	0	0	0	0	0	0	25	73	98
63-6600	NEOP CNG	1997,98	0	0	0	0	0	0	0	0	178	0	127	305
82-9139	GMC RTSII	1980,81	31	38	41	0	22	64	0	0	0	0	0	196
Total			191	147	188	232	71	231	132	218	235	198	258	2101
PEAK			158	121	156	193	59	192	110	180	195	165	215	1744
DECEMBER 4-12			191	147	188	232	71	231	132	218	234	198	258	2100
Fleet Age per Division			14.0	14.2	14.0	9.8	12.8	12.4	4.9	8.7	2.3	8.0	3.4	9.0