



Facilities Plan

Fiscal Years 87 through 91

**FACILITIES PLAN
(FOR BUS MAINTENANCE)**

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
July, 1986**

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1.0 INTRODUCTION

The purpose of the Facilities Plan (for Bus Maintenance) is to develop a blueprint that is consistent with the District's goals for its bus maintenance facilities, which are stated below.

The Southern California Rapid Transit District will plan, design, construct, and maintain a system of Bus Facilities that will meet the functional needs of the District in a safe, effective, and economical manner. Specific facility related goals include the following:

- (1) Develop a system of operating facilities that minimizes non-revenue operating costs.
- (2) Develop a system of operating facilities such that the number of buses assigned to each facility does not exceed the "design" capacity of that facility.
- (3) Ensure that each operating facility has adequate bus cleaning and servicing facilities.
- (4) Develop and operate our facilities such that impacts on the environment are minimized.
- (5) Provide and maintain facilities that are clean and safe for all employees.

The Facilities Plan (for Bus Maintenance) is a document which supports the FY 1987-91 Short Range Transit Plan. It provides current information supplementing the original Bus Maintenance Facilities Plan which accompanied the FY 1986-90 Short Range Transit Plan.

The plan includes an inventory of the District's maintenance facilities as of FY 1986-87. Site plan graphics provide detail on the existing physical plant of maintenance facilities. Additionally, the plan provides recommended courses of action regarding issues and needs which have been identified.

The Facilities Plan (for Bus Maintenance) reflects an assumption that a continuous level of federal funding over the next five years is not likely. Therefore, prioritization of maintenance facility capital projects is incorporated into recommendations. The development of priorities for maintenance support is a tool in applying increasingly scarce financial resources to the most effective locations.

2.0 PURPOSE OF PLAN UPDATE

While the major purpose of the FY 1986-90 Bus Maintenance Facilities Plan was to describe existing conditions and identify problem areas, the current plan serves to note facility changes and provide recommendations for problem areas and needs.

This document has been organized so as to present the problems, concerns and issues surrounding certain facilities and the relationships among them. Alternative actions are presented and analyzed. This analysis leads to recommendations which take into consideration:

- (1) Anticipated decline in federal funds over the coming years.
- (2) The need for maintenance and operating facilities which are strategically located to minimize nonrevenue miles and of sufficient size to accommodate the transit vehicles assigned to them.
- (3) Future bus and rail operations as components of the regional transit system.

The plan also serves as an information resource. The current physical plant of maintenance facilities is depicted graphically. The plan also provides data on changes that have occurred over the past year. Modifications that are underway are also reflected in descriptions of existing conditions.

3.0 EXISTING CONDITIONS

In this section the status of the District's maintenance facilities is updated. In the previous Bus Maintenance Facilities Plan, each of the maintenance facilities was discussed in terms of:

- o Functions
- o Capacity
- o Condition
- o Service area
- o Equipment servicing capabilities
- o Operating problems

As certain information originally presented in the FY 1986-90 Bus Maintenance Facilities Plan remains unchanged, it is included by reference in this document. In this plan update document, each facility is reviewed through a narrative discussion which outlines changes, if any. The discussion of each facility is accompanied by a site plan which provides detail of the physical layout. Figure 1 shows the location of maintenance facilities throughout the District. Table 1 provides a summary of data for the District's facilities.

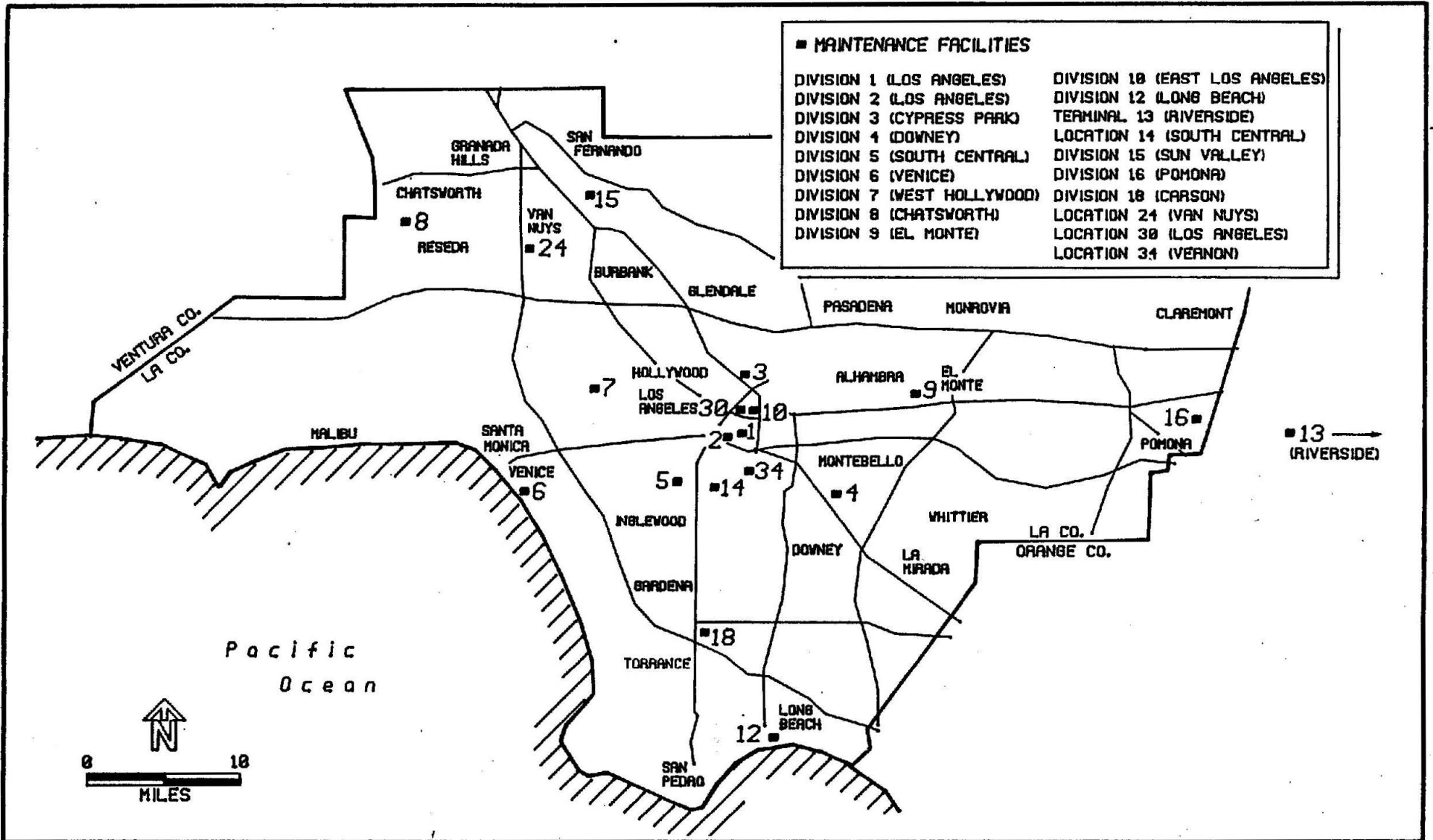
3.1 DIVISION 1

Division 1 (Figure 2) at 1016 East 6th Street, Los Angeles, is undergoing extensive renovation. Current improvements underway include a new maintenance building, servicing facility, washer facility (to replace the older unit), site paving, fencing, lighting and landscaping improvements. The total FY 1986-87 budgeted amount for Division 1 improvements is \$4,320,000. Completion is anticipated in the middle of FY 1986-87.

While improvements are being accomplished at the Division 1 site, Division 1 bus operations and maintenance functions have been temporarily relocated to the Division 2 site at San Pedro and Sixteenth Streets in Los Angeles. This relocation was made possible by the closure of Division 2 as an operating facility in the fall of 1985 and the subsequent reassignment of Division 2 lines to new locations. The transit police function has been temporarily assigned to the Division 1 site.

3.2 DIVISION 2

Division 2 (Figure 3) at 720 East 15th Street, Los Angeles, ended its status as an operating division in September, 1985. As discussed previously, Division 1 functions are temporarily headquartered at this facility. Various improvements have been recently completed at the Division 2 site. In June, 1984, an addition on the east end of the maintenance building was completed. Prior to completion, the southern portion of the formerly L-shaped maintenance building extending to 16th Street was demolished. The new addition includes the tire shop, telecommunications and locker room. Structural rehabilitation of the



LOCATION OF SCRTD'S MAINTENANCE FACILITIES

FIGURE I

OPERATING DIVISION CHARACTERISTICS

OPERATING FACILITY	LOCATION	SIZE ACRES	FUEL STORAGE GALLONS	COVERED WORK BAYS	MAINTENANCE AND PARKING CAPACITY		
					DESIRABLE(1)	MAXIMUM ACCEPTABLE(2)	ABSOLUTE(3)
Division 1	Sixth St. & Central Ave. - L. A.	5.2	20,000	16	180	200	240
Division 2	San Pedro & Sixteenth Sts. - L. A.	7.6	20,000	24	250	260	299
Division 3	Ave. 28 & Idell St.- L. A. (Cypress Park)	8.7	80,000	18	240	240	250
Division 5	54th St. & Van Ness Ave. - L. A.	9.4	80,000	21	270	280	300
Division 6	Main St. & Sunset Ave. - Venice	3.1	20,000	9	85	100	118
Division 7	Santa Monica Blvd. & San Vicente Blvd. - West Hollywood	9.1	80,000	19	235	235	242
Division 8	Canoga Ave. & Nordhoff St. - Chatsworth	18.0	120,000	24	230	230	300
Division 9	Santa Anita Blvd. & Ramona Blvd.- El Monte	13.0	80,000	16	250	300	350
Division 10	Macy St. & Mission Rd. - L. A.	15.0	120,000	24	250	270	300
Division 12	Loma Vista Dr. & Chester Pl. - Long Beach	5.1	20,000	8	140	165	175
Terminal 13	Mulberry St. & Spruce St. - Riverside	3.0	6,000	3	30	50	115
Division 15	Glenoaks Blvd. & Branford St. - Sun Valley	22.0	120,000	24	250	250	300
Division 16	Mission Blvd. & East End Ave. - Pomona	3.8	30,000	10	85	100	100
Division 18	Figueroa St. & Griffith St. - Carson	15.0	120,000	24	246	290	300

SUPPORT FACILITY CHARACTERISTICS

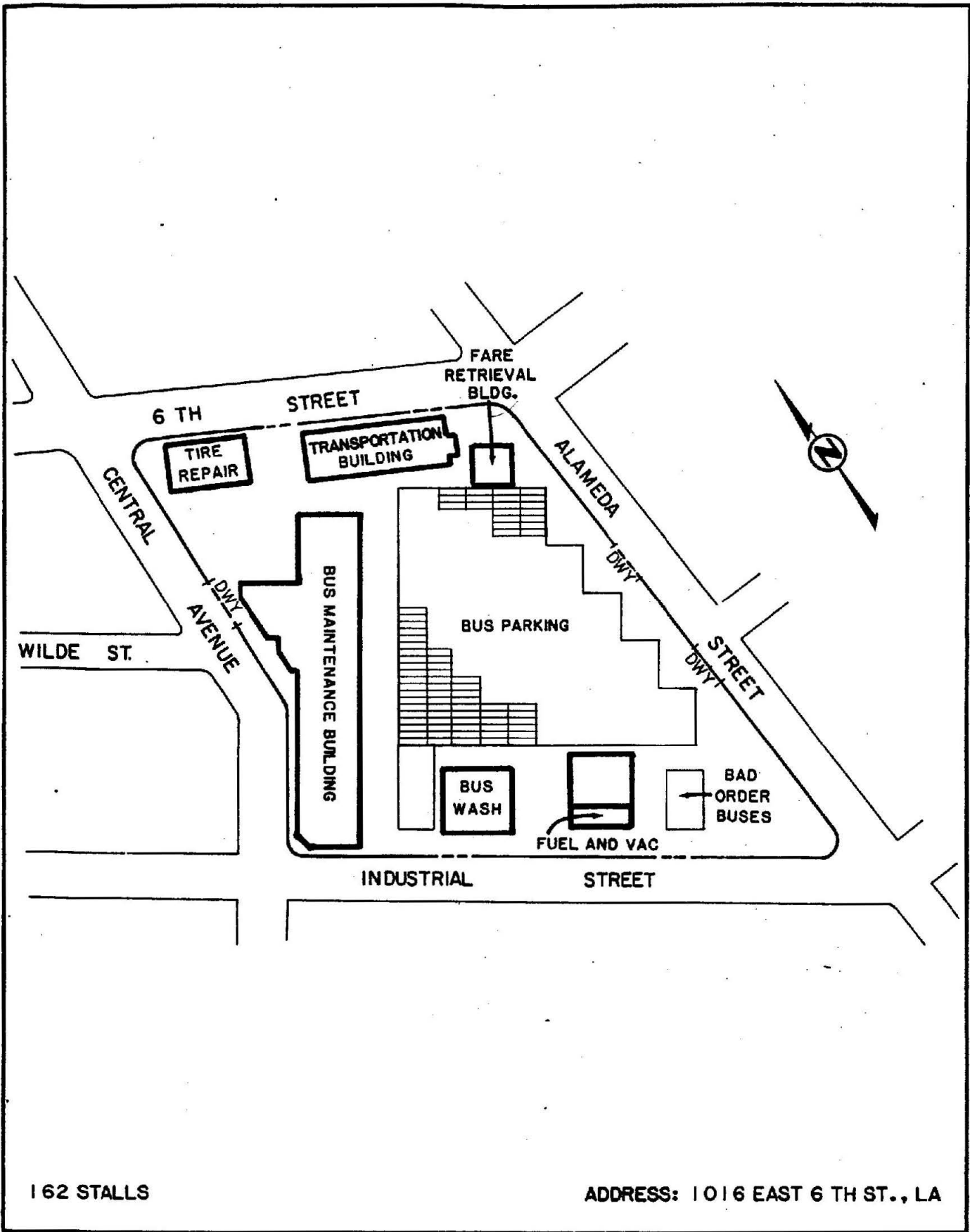
SUPPORT FACILITY	LOCATION	SIZE ACRES	FUEL STORAGE GALLONS	COVERED WORK BAYS
Location 4	7878 Telegraph Road - Downey	9.3	60,000	20
Location 14	South Park Shops, 361 E. 55th St. - L. A.	9.0	8,000	37
Location 24	14557 Sherman Way - Van Nuys	5.6	20,000	14
Location 30	CMF, 900 N. Lyon St. - L. A. (4)	30.0	20,000	79
Location 34	Vernon Yard, 4462 Pacific Bl. - Vernon	5.2	N/A	N/A

- (1) That combination of equipment and facilities that allows for an optimum and efficient maintenance operation.
 (2) The number of buses that can be supported by compromising work force efficiency; requires major "work arounds."
 (3) The maximum acceptable capacity plus the maximum feasible amount of bus storage.
 (4) New - Central Maintenance Facility, now under construction, will have the capacity to service 2,500 buses on one shift.



BUS MAINTENANCE FACILITIES CHARACTERISTICS

TABLE 1



162 STALLS

ADDRESS: 1016 EAST 6 TH ST., LA



DIVISION 1
LOS ANGELES (EASTERN CBD)
SITE PLAN (UNDER CONSTRUCTION)

FIGURE 2

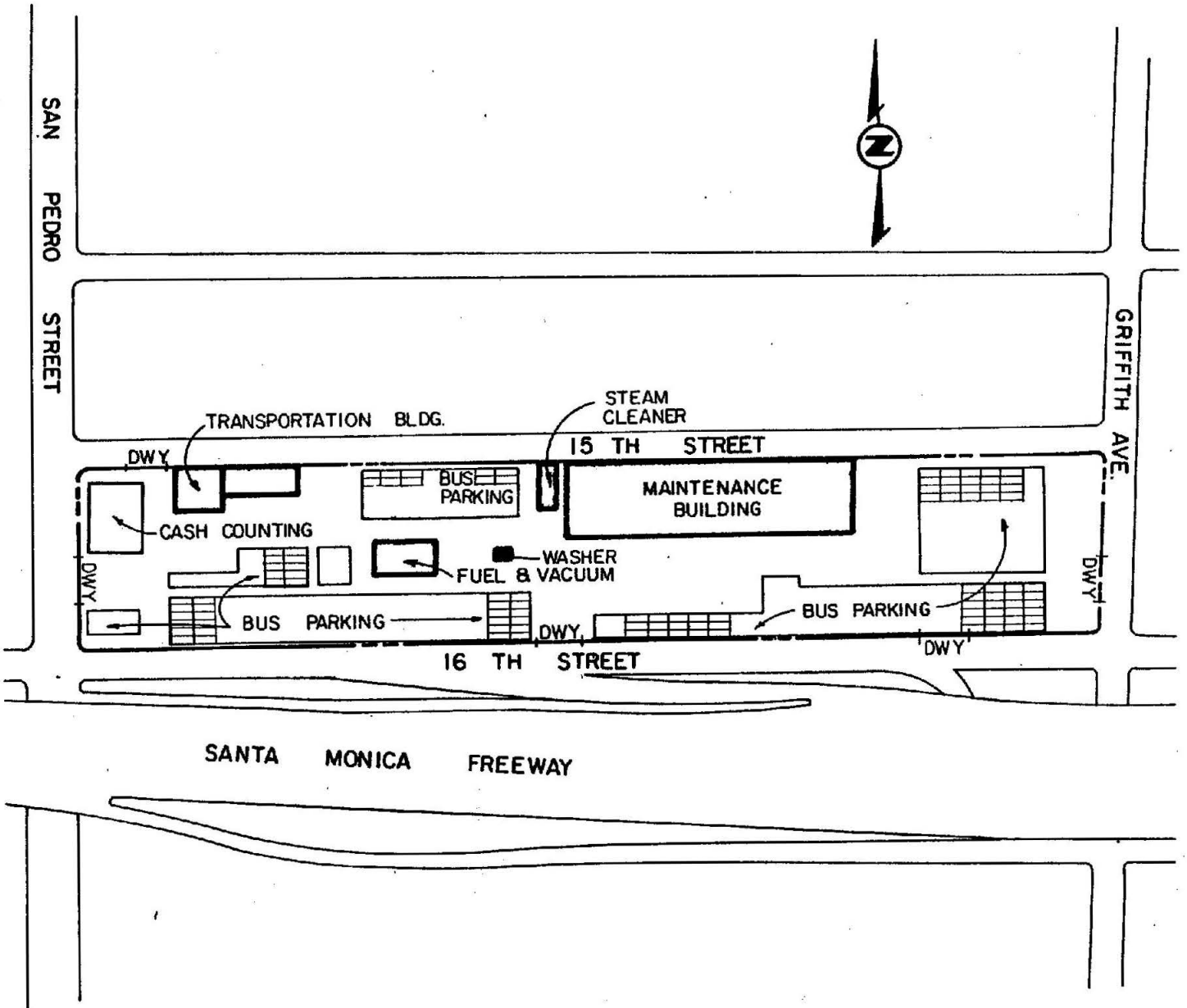


**DIVISION 2
LOS ANGELES (SOUTHEAST CBD)
SITE PLAN**

FIGURE 3

277 STALLS

ADDRESS: 720 E. 15TH ST., LA



111-5

remaining portion of the maintenance building. The maintenance office in the original maintenance building was also extensively remodeled.

With the closure of Division 2 as an operating facility, a number of roles are being considered for its long-term use, including a centralized storage facility for buses during midday hours and as a base for providing road call support in the Central City area. Midday service functions could be performed at Division 2, along with certain special projects. The assignment of these functions to Division 2 would ease capacity problems at other sites and allow proximity to the new Central Maintenance Facility (see discussion, Section 4.1).

Other improvements were originally planned for Division 2 prior to its closure as an operating division. These included a new servicing facility, new washing facility, new site paving, fencing, landscaping, and lighting. Although Division 2 is no longer an operating facility, the planned improvements will be needed to allow the facility to effectively function in whatever role is selected for it. The amount budgeted for completion of Division 2 improvements in FY 1986-87 is \$322,000.

3.3 DIVISION 3

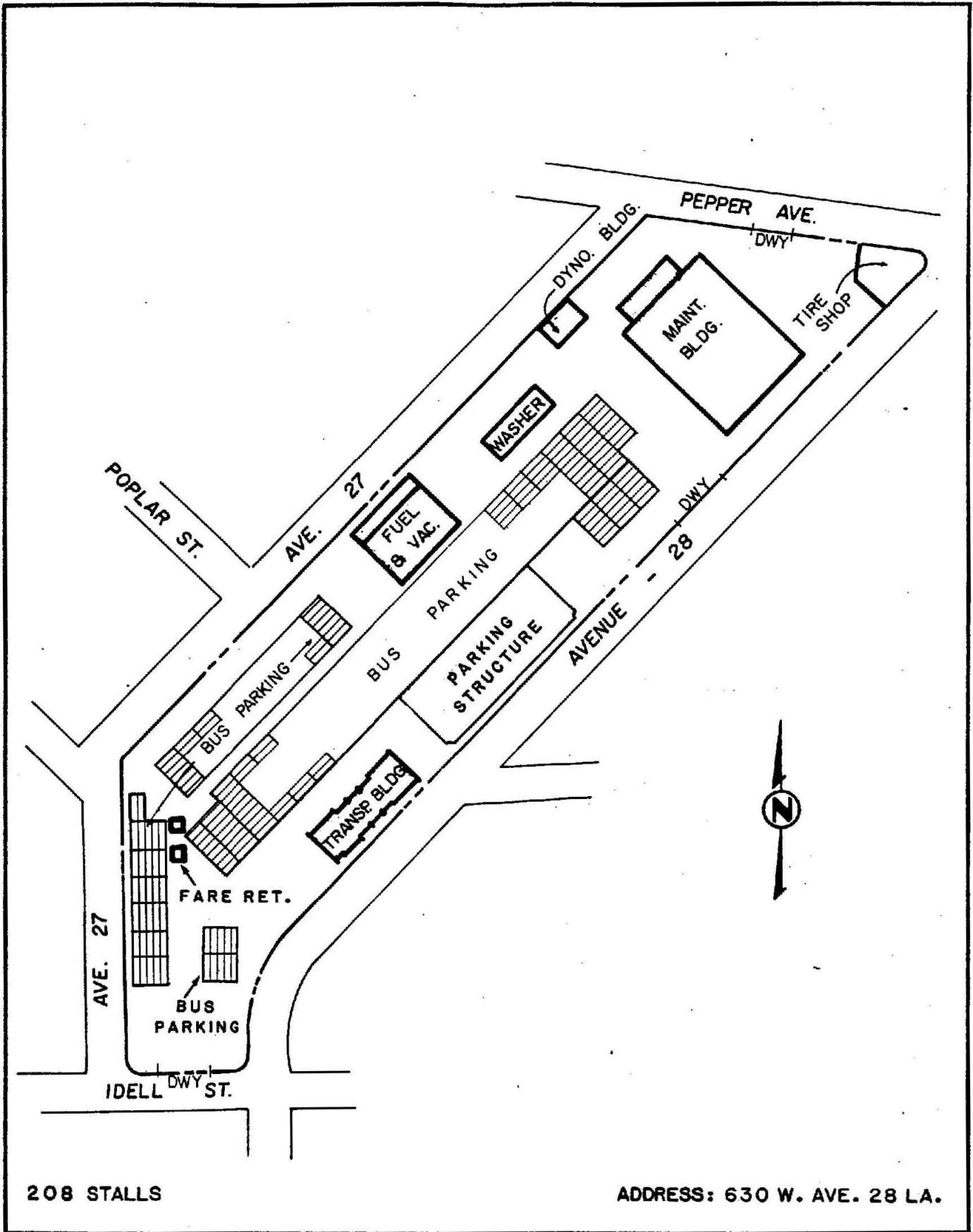
Division 3 (Figure 4) is located at Avenue 28 and Idell Street in the Cypress Park area of Los Angeles. Recently, a new transportation building and on-site parking structure were completed at Division 3. A perimeter block wall is planned for installation during the FY 1986-87 at a budget cost of \$200,000. Funding in the amount of \$250,000 is to be requested for replacement of the fuel tank in FY 1987-88. A second bus washer will be requested for FY 1989-90 at \$400,000.

3.4 LOCATION 4

Location 4 (Figure 5) at 7878 Telegraph Road, Downey, is currently the headquarters for the Equipment Maintenance Department. Other functions at this location include maintenance for the nonrevenue fleet, "make ready" activities for new vehicles, redesign campaigns, and equipment installation. No major changes or improvements have been made at Location 4 during the past fiscal year. However, the roof of the facility is currently in need of repair, and is to be replaced this year. A soundwall is also planned for construction during FY 1986-87. The amount that has been budgeted for the soundwall and roof repairs is \$300,000. (See Section 4.2 for a discussion of the future of this facility.)

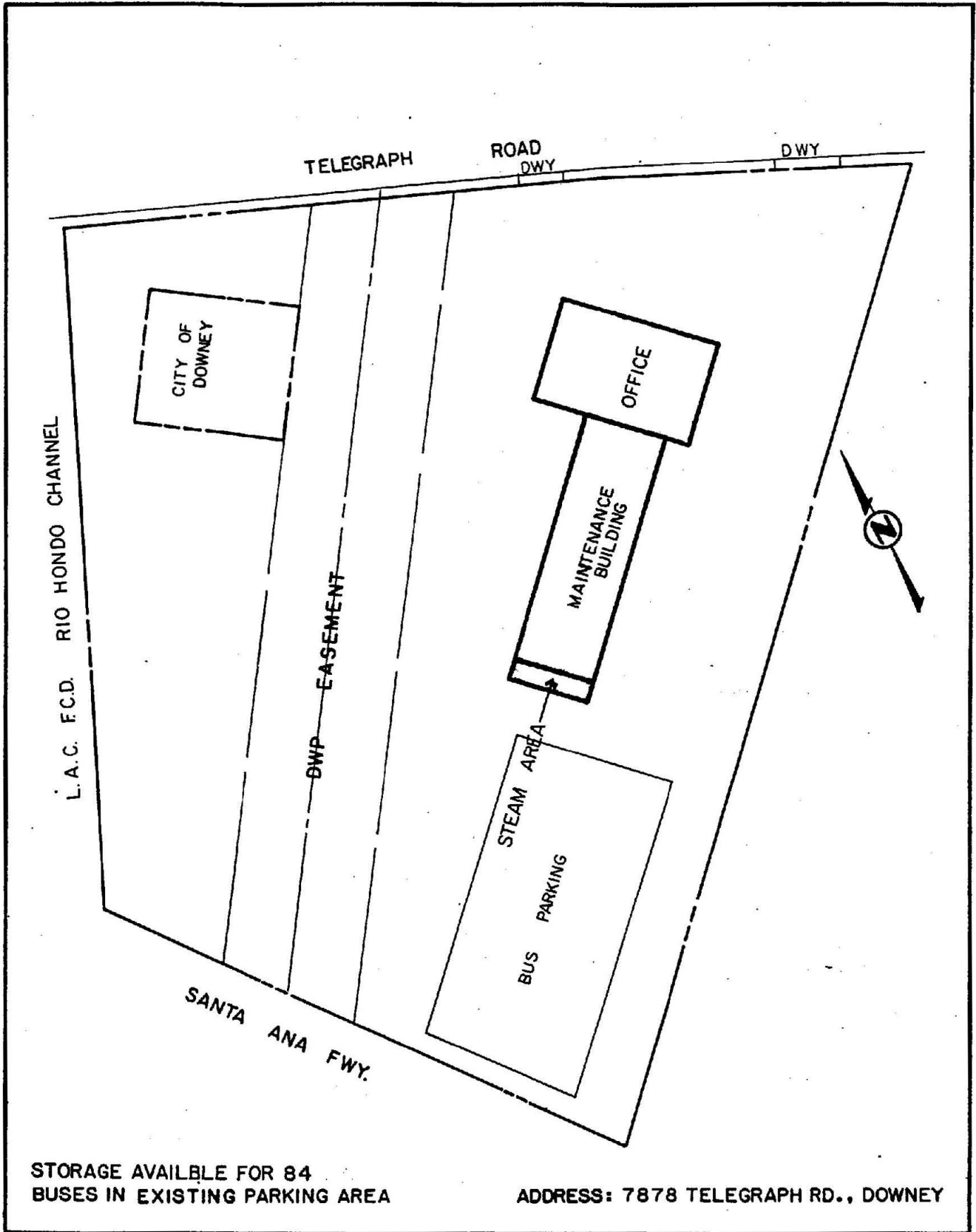
3.5 DIVISION 5

Division 5 (Figure 6) is located at 5425 South Van Ness Avenue, Los Angeles. There have been no major physical improvements to this



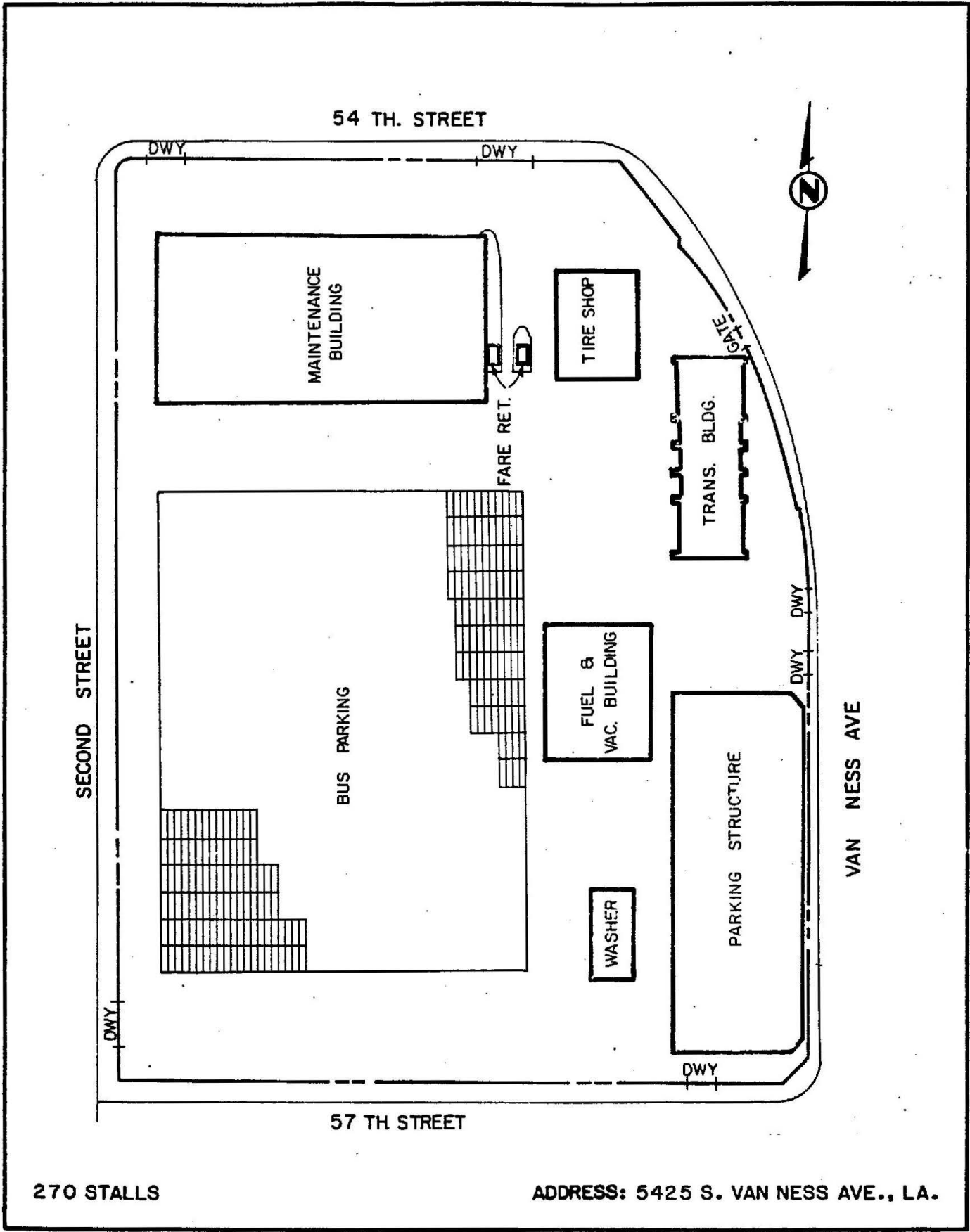
**DIVISION 3
LOS ANGELES (CYPRESS PARK)
SITE PLAN**

FIGURE 4



**LOCATION 4
DOWNEY
SITE PLAN**

FIGURE 5



270 STALLS

ADDRESS: 5425 S. VAN NESS AVE., LA.



DIVISION 5
LOS ANGELES (SOUTH CENTRAL)
SITE PLAN

FIGURE 6

facility during the past fiscal year although an exterior facade was added to the parking structure, along with surrounding landscaping. Prior to FY 1985-86, a new maintenance building and parking structure were completed, along with major restructuring of other facets of the facility.

A dynamometer building is planned for construction in FY 1986-87 with a budget of \$149,000. Second bus washers will be included in a request for \$769,000 (FY 1987-88) for Divisions 5 and 9.

3.6 DIVISION 6

Division 6 (Figure 7) is located at 100 Sunset Avenue in Venice. Various improvements have been completed at this facility during the past year. This was primarily to make the facility's operation more compatible with neighboring land uses. The improvements included installation of overhead doors on the shop building, relocation of the tire shop, repainting of the Transportation/Maintenance Building and site improvements, including fencing and landscaping. These improvements are not significant structural changes or redesigns of the facility. Rather, they are intended to minimize the impacts of operations as long as the facility is at its present location. Studies of alternative sites for relocating Division 6 are underway. The amount that will be budgeted for site selection in FY 1987-88 is \$400,000. (See Section 4.3 for a discussion of the future of this facility.)

3.7 DIVISION 7

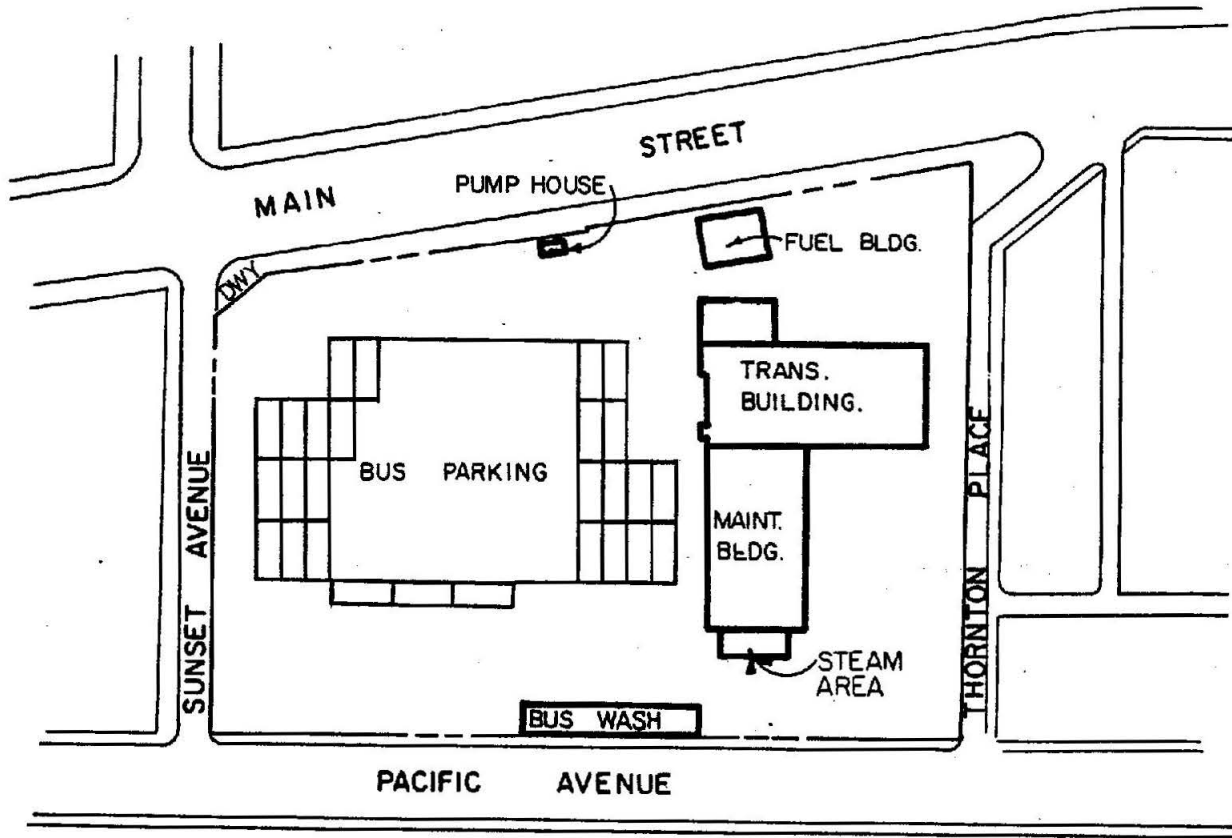
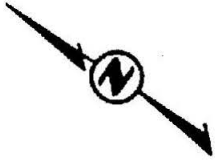
Division 7 (Figure 8) is located at 8800 Santa Monica Boulevard in West Hollywood. There have been no improvements to the property over the past year. As it was constructed in 1978 to replace an older facility, it is a recently built facility and not in need of major renovation. The only work planned at this facility is waterproofing the parking structure. The amount budgeted this fiscal year for these improvements is \$210,000. A second bus washer for Division 7 is included in budget requests for washers for Divisions 7 and 10. These requests will be \$745,200 for FY 1988-89. A dynamometer building at \$142,000 is budgeted for FY 1986-87.

3.8 DIVISION 8

Division 8 (Figure 9) at 9109 Canoga Avenue in Chatsworth, is a new facility built in 1982. During FY 1986-87, piping work is planned at a budgeted cost of \$125,000. Fuel island drainage work is planned in FY 1987-88 as part of a budget request for \$408,900 for similar work at Divisions 8, 9, and 15.

3.9 DIVISION 9

Division 9 (Figure 10) is located at 3449 Santa Anita Avenue, El Monte. The only change made over the past year was the replacement of overhead doors in the Maintenance Building. The following construction projects



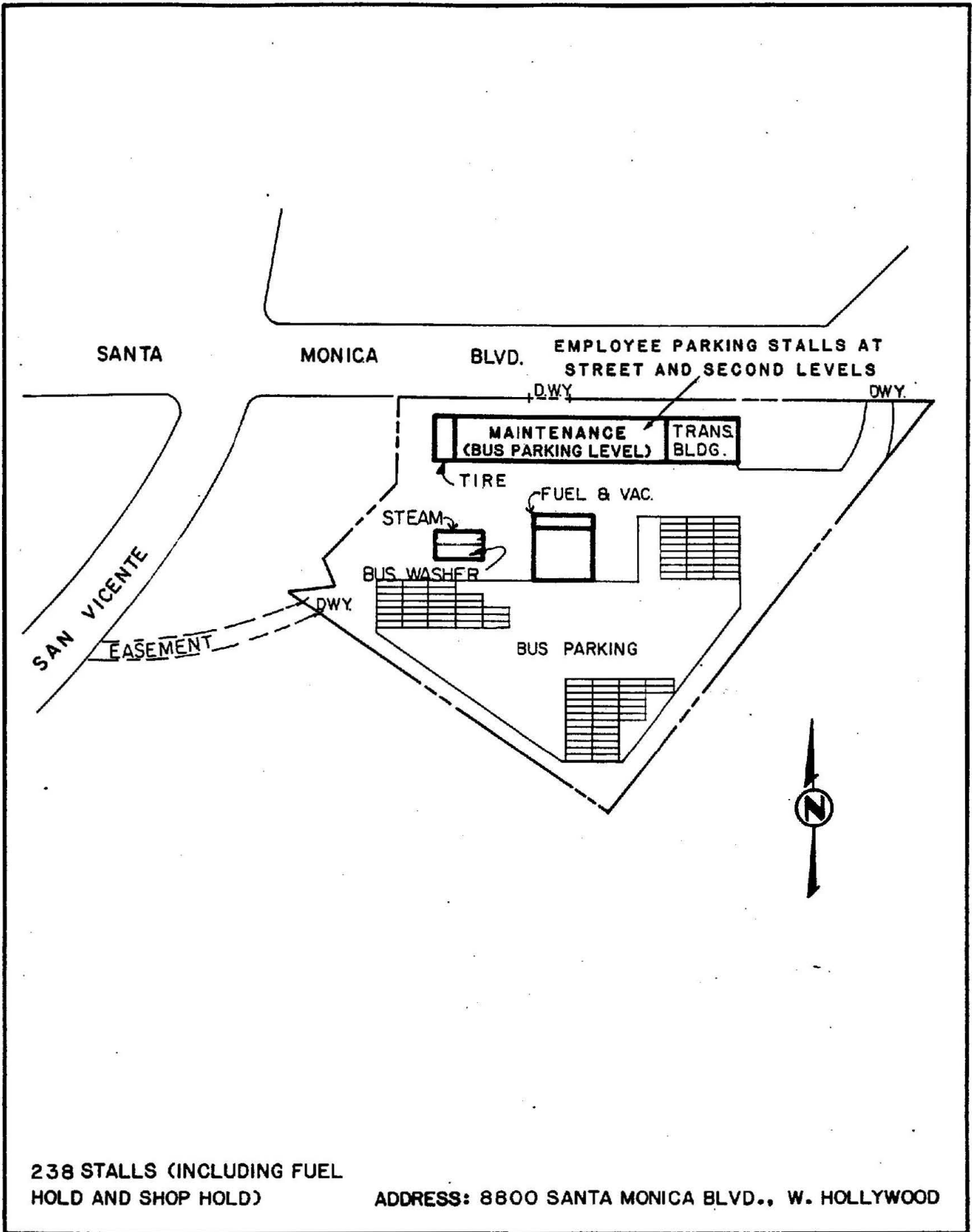
80 STALLS

ADDRESS: 100 SUNSET AVE., VENICE



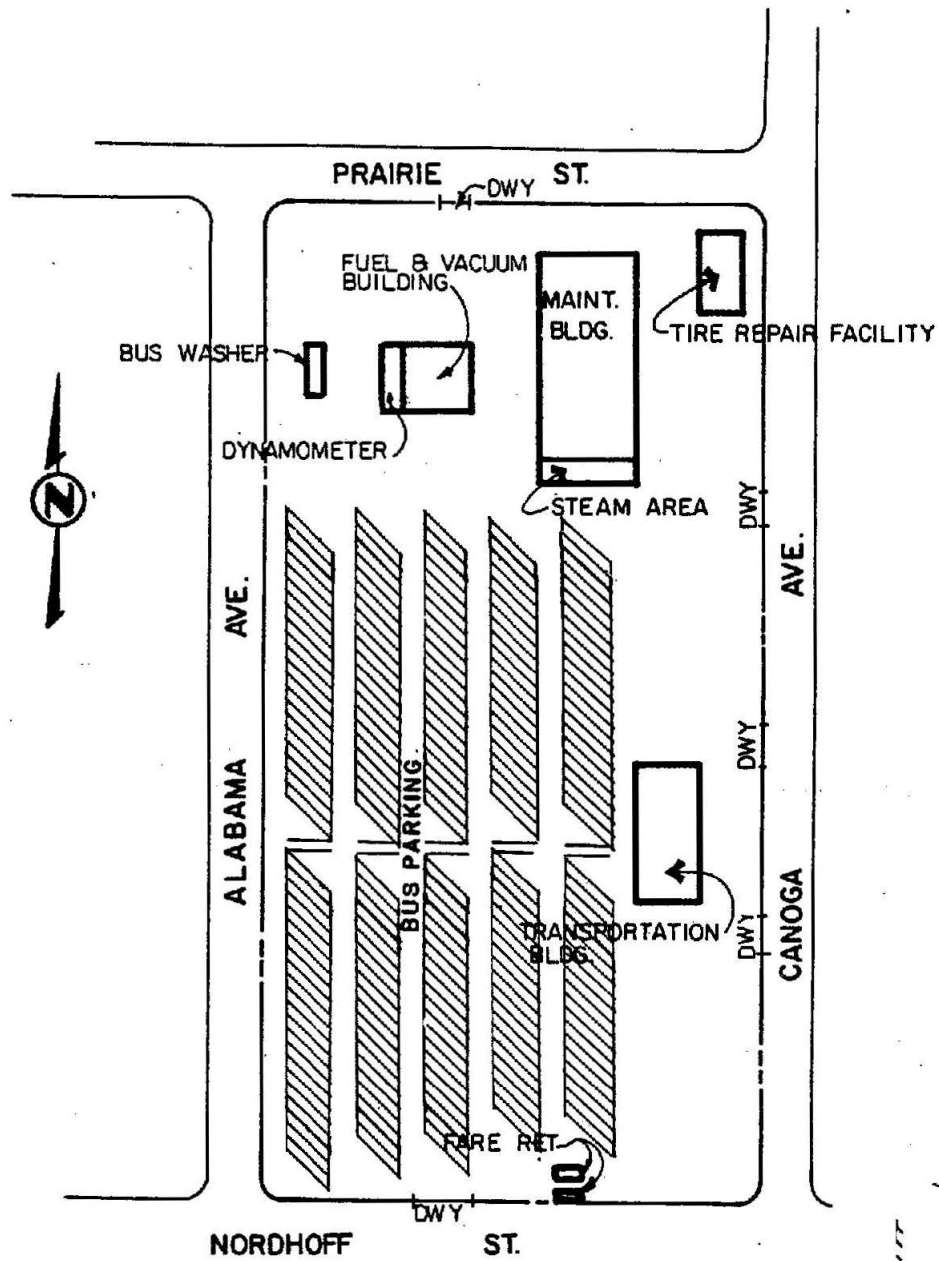
DIVISION 6
LOS ANGELES (VENICE)
SITE PLAN

FIGURE 7



**DIVISION 7
WEST HOLLYWOOD
SITE PLAN**

FIGURE 8



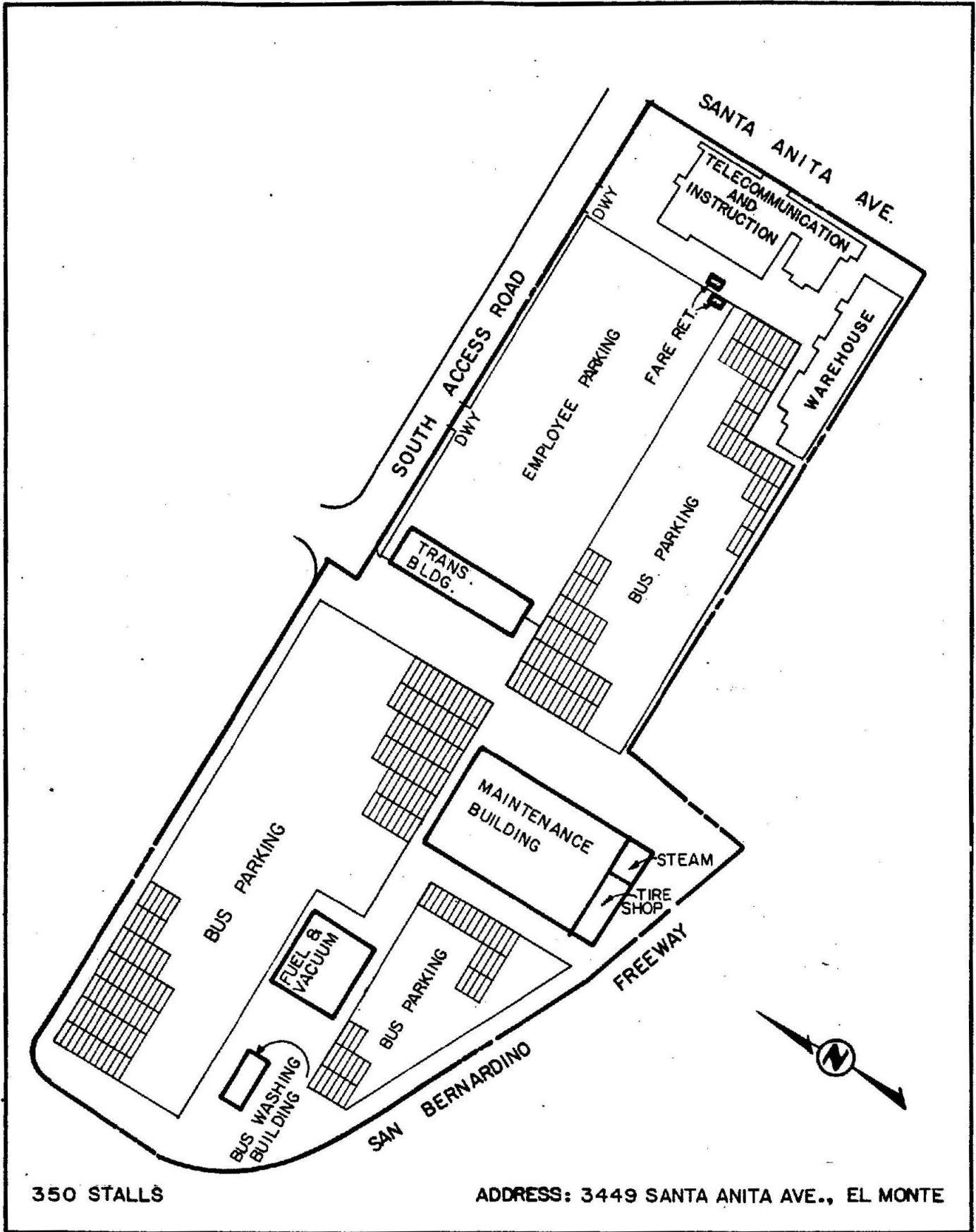
204 STALLS

ADDRESS: 9101 CANOGA AVE. CHATSWORTH



**DIVISION 8
LOS ANGELES (CHATSWORTH)
SITE PLAN**

FIGURE 9



350 STALLS

ADDRESS: 3449 SANTA ANITA AVE., EL MONTE



**DIVISION 9
EL MONTE
SITE PLAN**

FIGURE 10

are, however, now underway at this facility: (1) reroofing maintenance building, (2) expansion of the transportation building, and (3) new fare retrieval booths.

A fairly extensive program of improvements is planned for Division 9 over the next few years. For FY 1986-87, improvements in the amount of \$175,000 are budgeted for tire shop, brake shop, and dynamometer building modifications. Fuel island drainage is requested for FY 1987-88 as discussed under Division 8. Pavement modification design is budgeted for FY 1987-88 in the amount of \$52,500. Future funding requests are planned for implementation as follows:

- o FY 1987-88 - Second bus washer in conjunction with request for Division 5.
- o FY 1988-89 - \$1,375,000 for pavement preliminary engineering and reconstruction.
- o FY 1989-90 - \$150,000 for a new Property Maintenance regional shop.
- o FY 1990-91 - \$250,000 for preliminary engineering for Maintenance Building expansion.
- o FY 1991-92 - \$2,150,000 for construction of the Maintenance Building expansion.

3.10 DIVISION 10

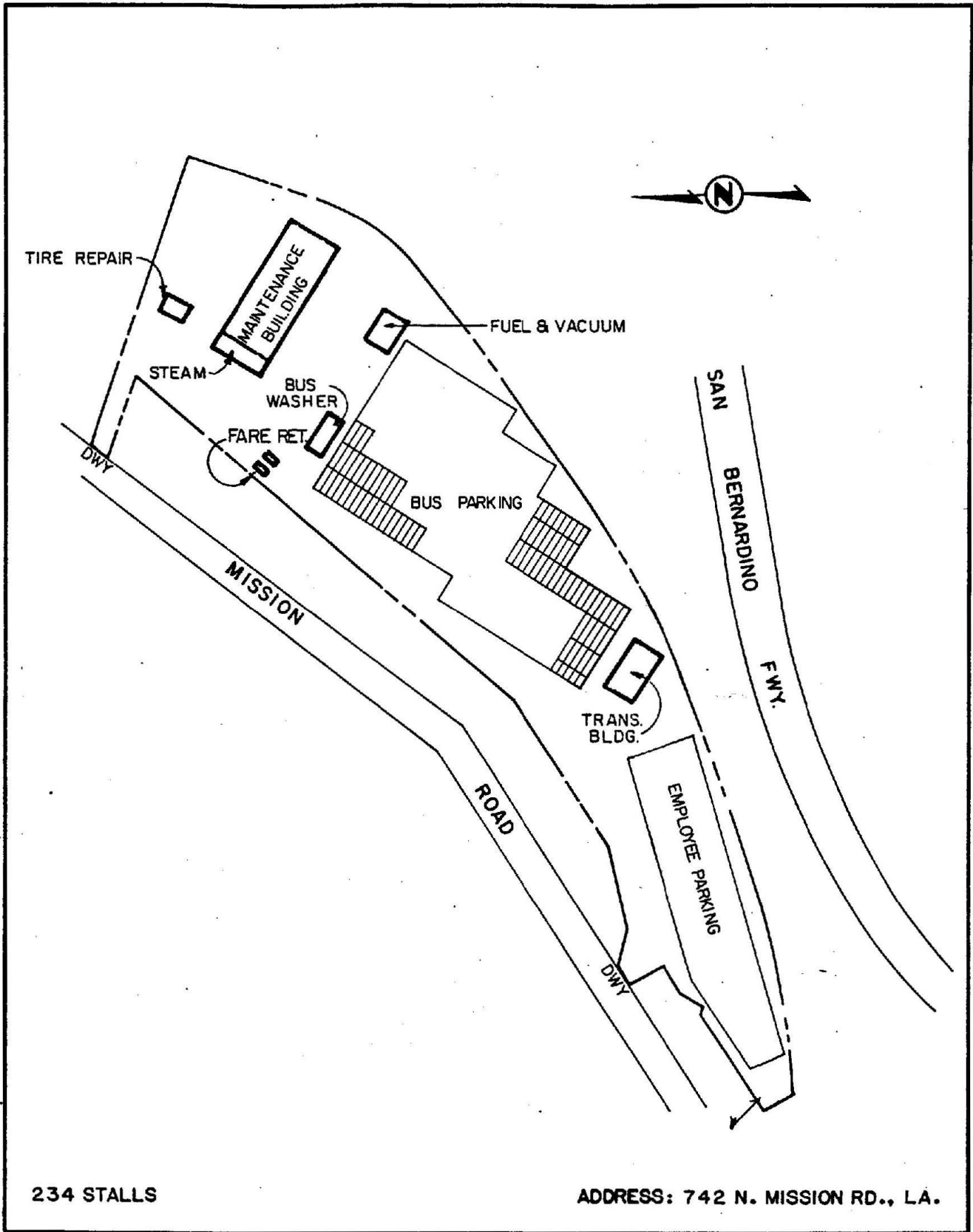
Division 10 (Figure 11) is located at 742 Mission Road in Los Angeles. This new facility was completed in June, 1984, and no changes were implemented over the past year. Dynamometer building modifications are budgeted for implementation during FY 1986-87 at \$150,000. Parking expansion in FY 1987-88 is requested at \$800,000. A second bus washer is included in the FY 1988-89 and FY 1989-90 requests for several divisions. A traffic signal is budgeted at \$150,000 for FY 1986-87.

3.11 LOCATION 11

Former Location 11 was located at 11409 Penrose Street, Sun Valley. Operations at this site ceased in June, 1985 and the lease was terminated. At that time the Property Maintenance function was relocated to Division 15 and the Purchasing/Stores function was temporarily moved to a building at the Metro Rail yards and shops site (3rd Street and Santa Fe Avenue east of downtown Los Angeles).

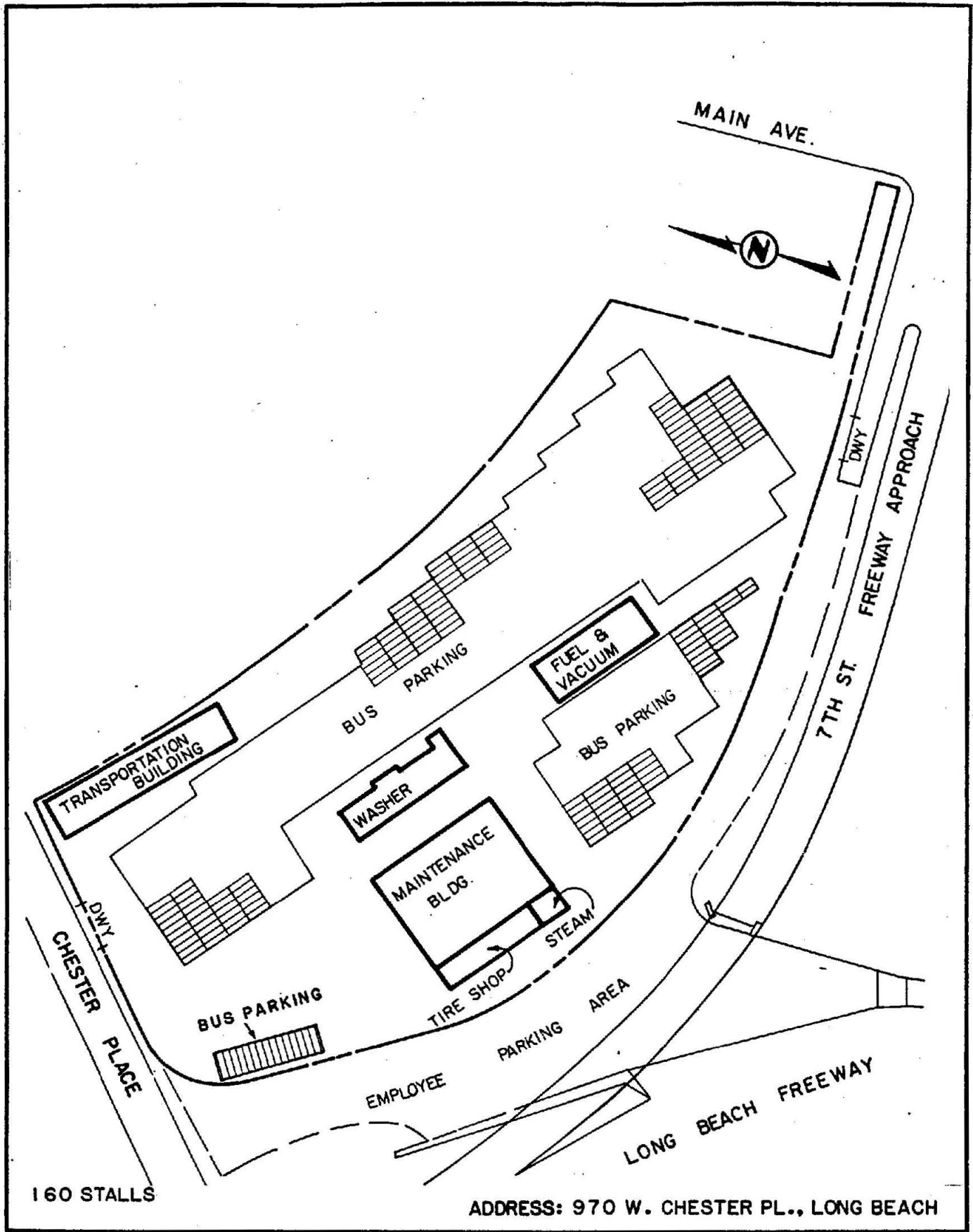
3.12 DIVISION 12

Division 12 (Figure 12) is located at 970 Chester Place, Long Beach. Since the preparation of the FY 86-90 facilities plan, there have been no new changes at Division 12. For FY 1986-87, budgeted improvements



DIVISION 10
LOS ANGELES (NORHTEAST CBD)
SITE PLAN

FIGURE 11



**DIVISION 12
LONG BEACH
SITE PLAN**

FIGURE 12

include a replacement fuel tank at \$325,000 and pavement/drainage work at \$60,000. Future funding requests for Division 12 include:

- o FY 1989-90 - \$300,000 for expansion of the Maintenance Building.
- o FY 1990-91 - \$700,00 for pavement reconstruction.

3.13 TERMINAL 13

Terminal 13 (Figure 13) is located at 2450 Mulberry Street, Riverside. There have been no changes to this facility over the past year. Plans for improvements at this facility are dependent upon decisions to add a maintenance function. If the decision is made in the affirmative, the necessary site improvements, maintenance equipment, and staffing are planned for FY 1986-87. The District currently leases the major portion of this site to Laidlaw Transportation. This lease will expire in July, 1986, and the lessee will vacate the site at that time.

3.14 LOCATION 14 (SOUTH PARK SHOPS)

Location 14 (Figure 14) is at 361 East 55th Street, Los Angeles. There has been no significant improvements to this facility during the past year. Upon completion of the new Central Maintenance Facility (CMF) certain functions now at Division 14 will be transferred to the new location. No major improvements at Location 14 are planned for FY 1986-87. (See Section 4.4 for a discussion of the future of this facility.)

3.15 DIVISION 15

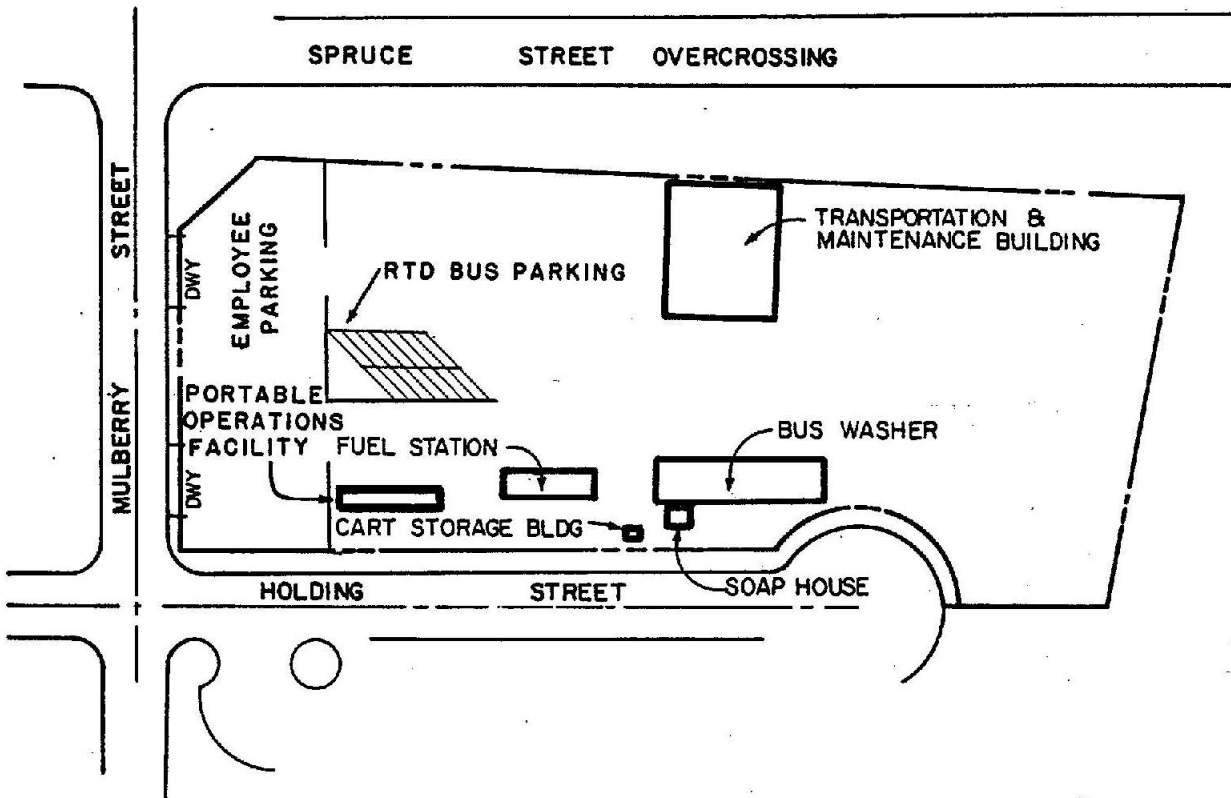
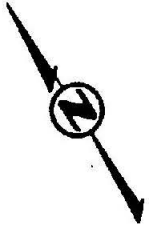
Division 15 (Figure 15) is located at 11900 Branford Street in Sun Valley. This new facility was built in 1982. The only activity at this location during the past year has been construction of a shop for Regional Telecommunication/Property Maintenance within the existing tire shop building. A second bus washer is included in a FY 1989-90 request for Divisions 15 and 18 for \$793,000. Fuel island drainage is requested for FY 1987-88 along with Divisions 8 and 9.

3.16 DIVISION 16

Division 16 (Figure 16) is located at 1551 East Mission Boulevard, Pomona. The only improvement over the past year was the construction of a new employee parking lot on leased property immediately west of the facility. (See Section 4.5 for a discussion of the future of this facility.)

3.17 LOCATION 24 (OLD DIVISION 8)

This facility (Figure 17) is located at 14557 Sherman Way, Van Nuys. The southern portion of the facility is currently being used as an



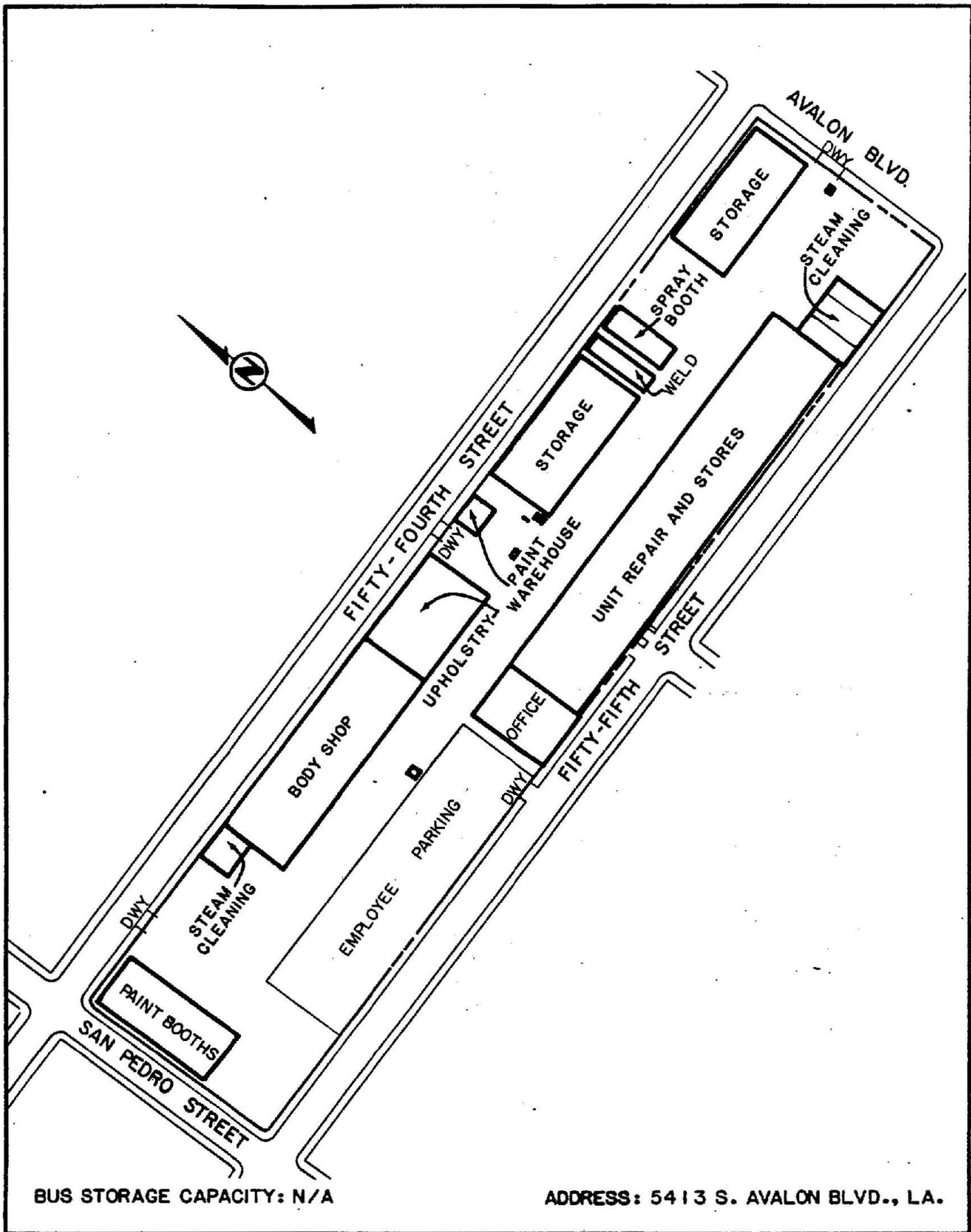
14 STALLS

ADDRESS: 2450 MULBERRY ST., RIVERSIDE



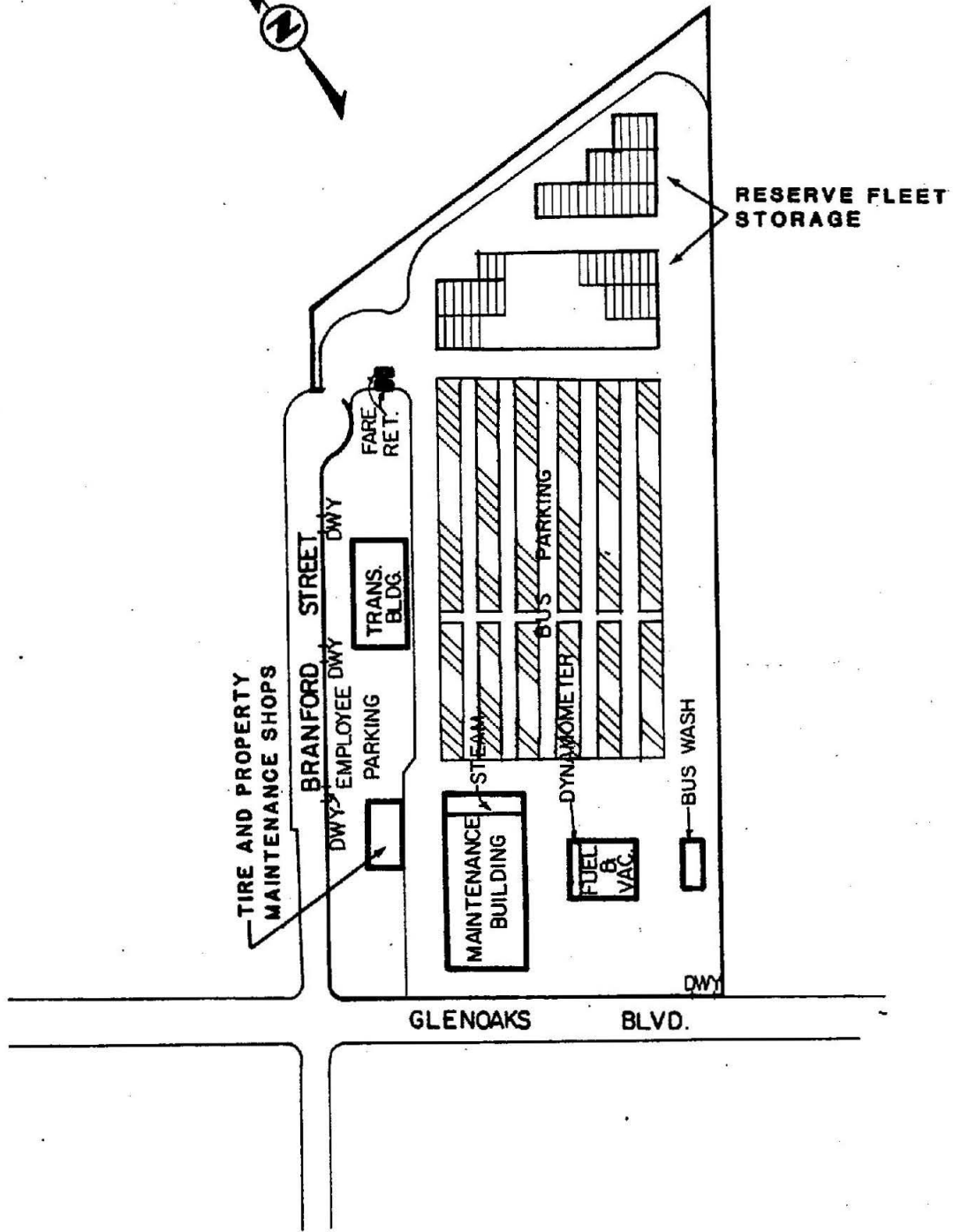
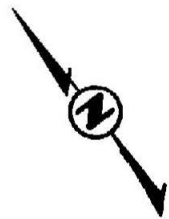
**TERMINAL 13
RIVERSIDE
SITE PLAN**

FIGURE 13



**LOCATION 14 (SO. PARK SHOPS)
LOS ANGELES (SOUTH CENTRAL)
SITE PLAN**

FIGURE 14
972-7079



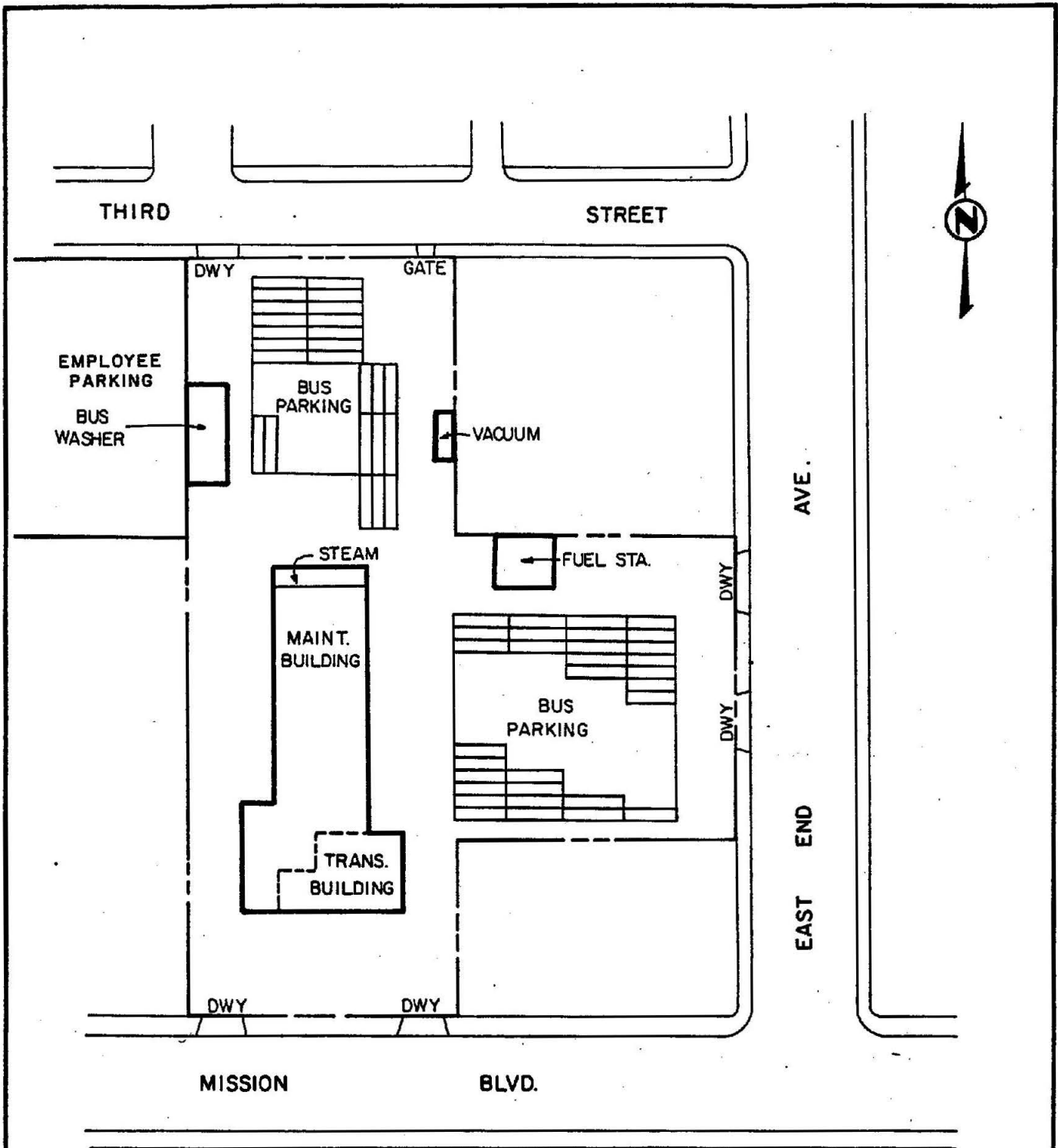
430 STALLS

ADDRESS: 11900 BRANFORD ST. L.A.



DIVISION 15
LOS ANGELES (SUN VALLEY)
SITE PLAN

FIGURE 15



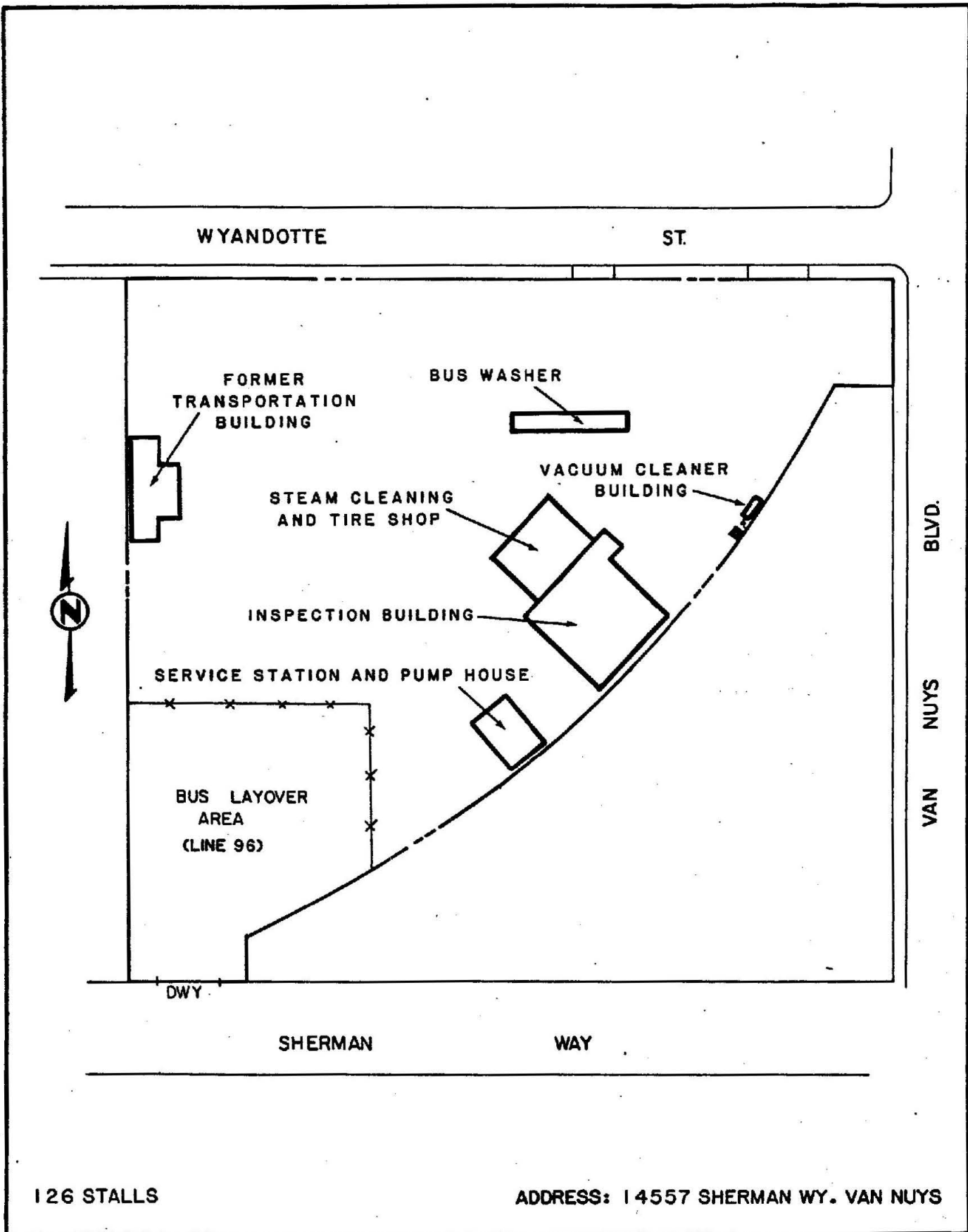
85 STALLS

ADDRESS : 1551 MISSION BLVD. POMONA



**DIVISION 16
POMONA
SITE PLAN**

FIGURE 16



LOCATION 24 (FORMERLY DIV. 8)
LOS ANGELES (VAN NUYS)
SITE PLAN

FIGURE 17

off-street layover area for Line 96 buses. The Maintenance Building is being leased to a bus manufacturer (Neoplan) who is doing warranty work on District buses. (See Section 4.6 for a discussion of the future of this facility.)

3.18 DIVISION 18

Division 18 (Figure 18) is located at 300 West Griffith Street, Carson. This facility was opened in 1984 to replace old Division 18. No improvements have been implemented during the past year. Funding is to be requested for the following:

- o FY 1988-90 - Second bus washer as part of the purchase for Divisions 15 and 18.
- o FY 1989-90 - Regional Property Maintenance Shop at \$198,000.

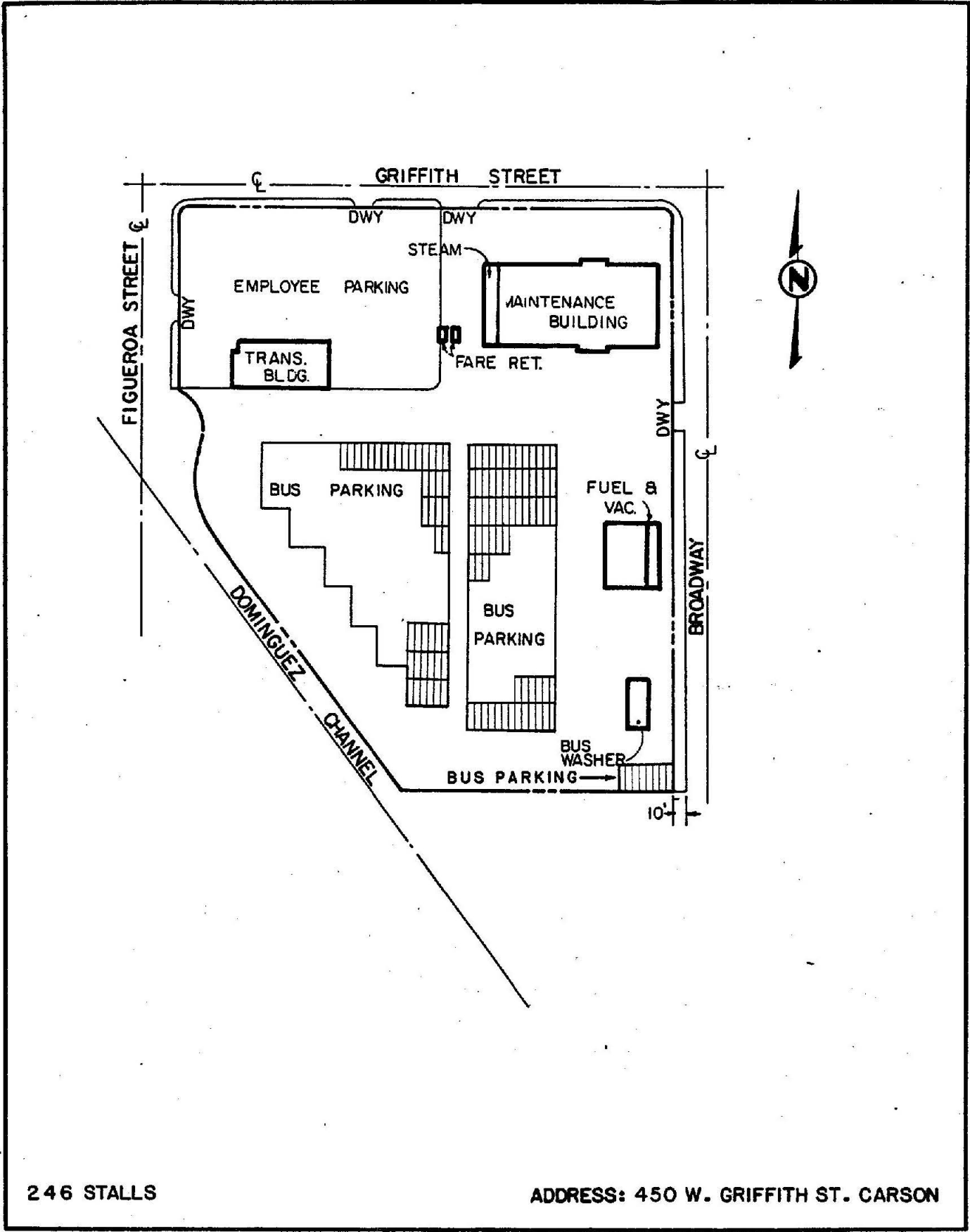
3.19 LOCATION 30 (CENTRAL MAINTENANCE FACILITY)

The Central Maintenance Facility (CMF) (Figure 19) is under construction at Mission Street and Lyon Street in Los Angeles. Because of increased cost of right-of-way, the scope of this project as presently funded was reduced by eliminating a proposed Telecommunications facility mezzanine from Unit Shop Building No. 2. The CMF is budgeted at \$18,000,000 for FY 1986-87. Funding requests are expected to be submitted for implementation of additional projects after the anticipated completion of CMF in the spring of 1987. These supplemental requests and implementation dates are:

- o FY 1987-88 - Bus layover property at \$400,000.
- o FY 1988-89 - Facilities Maintenance shops at \$2,025,000.
- o FY 1989-90 - Service and washing facility at \$500,000.

3.20 LOCATION 34 (VERNON YARD)

Vernon Yard (Figure 20) is located at 4462 Pacific Boulevard, Vernon. No major improvements have been made to this facility over the past year. (See Section 4.7 for a discussion of the future of this facility.)



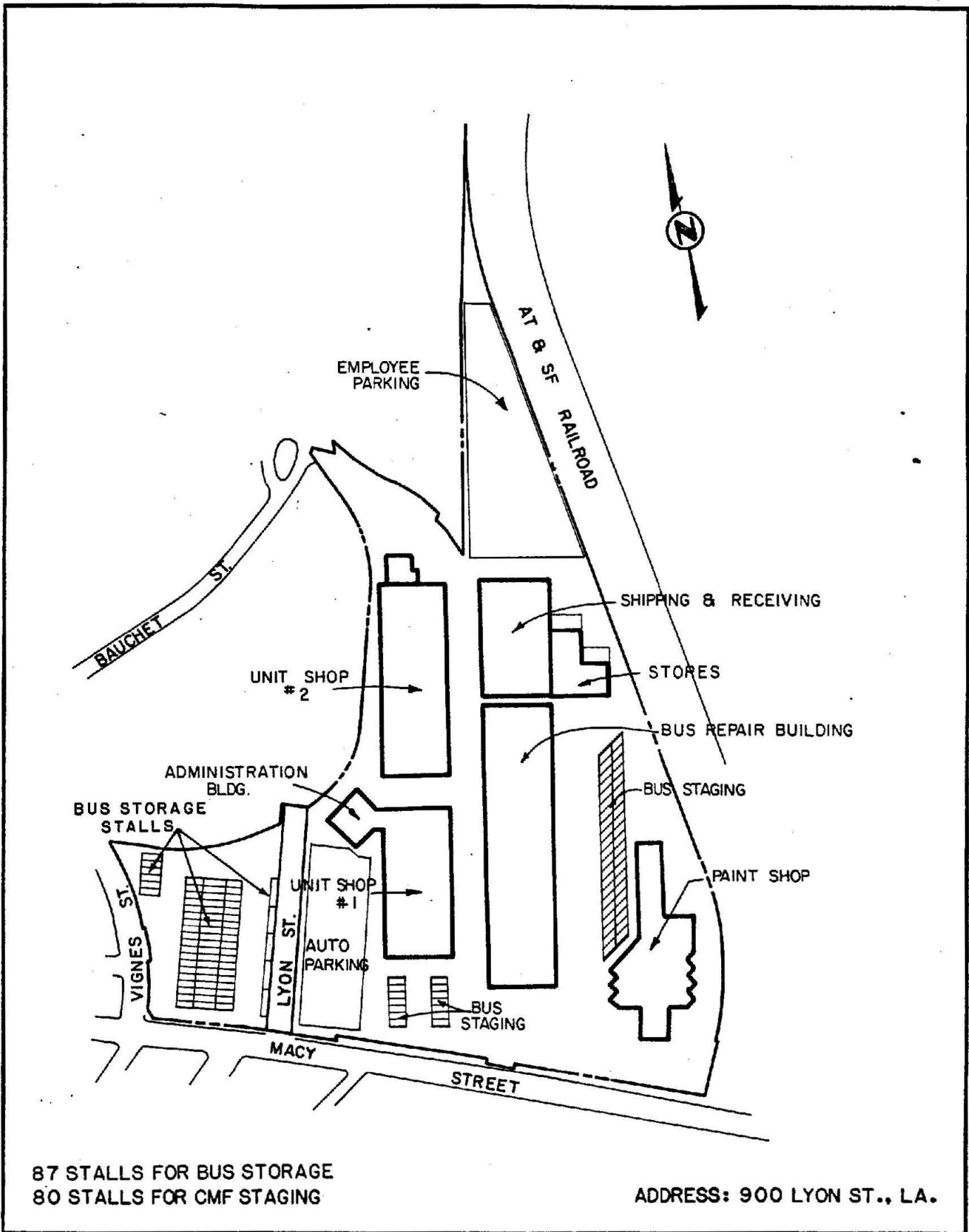
246 STALLS

ADDRESS: 450 W. GRIFFITH ST. CARSON



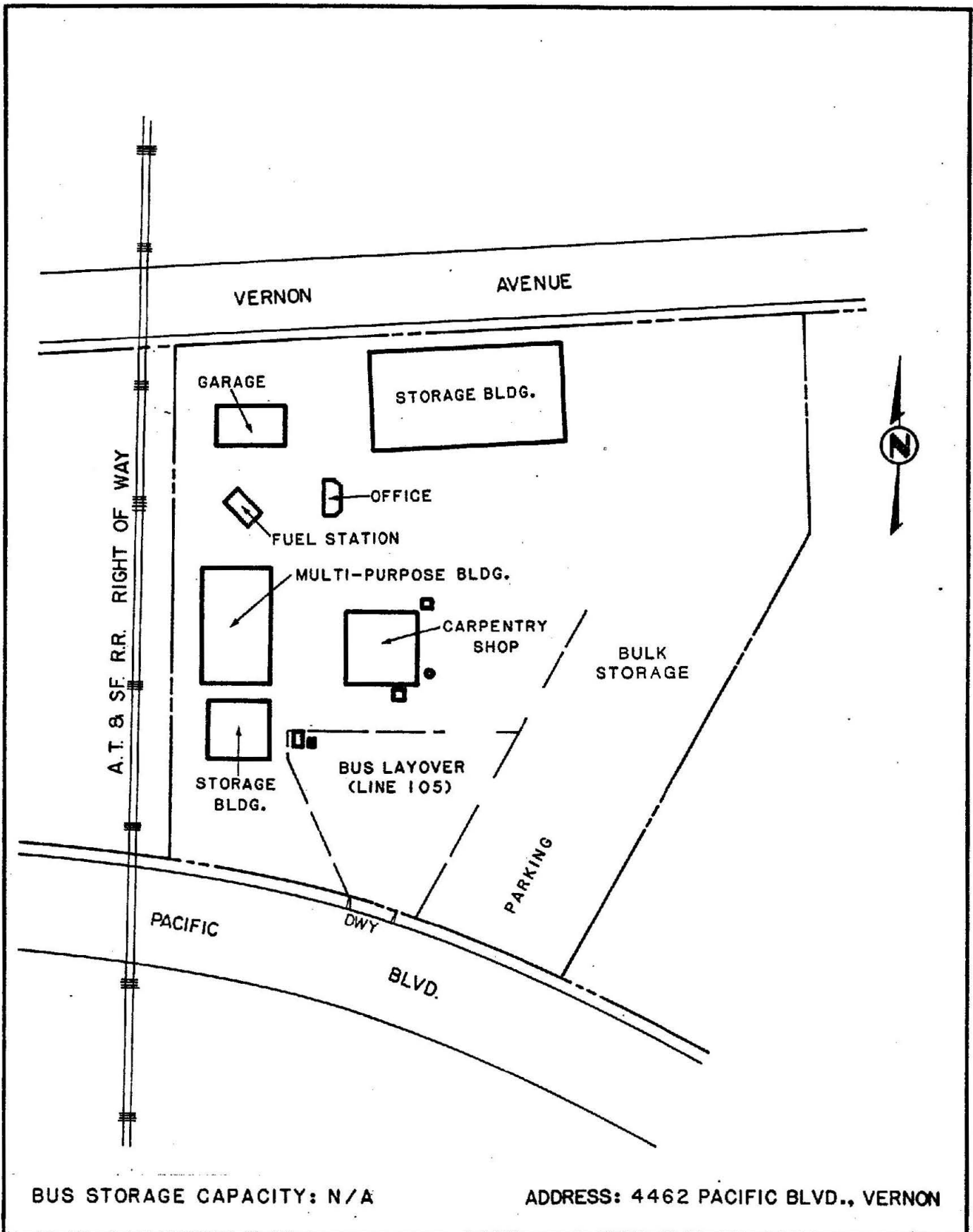
DIVISION 18
CARSON
SITE PLAN

FIGURE 18



**LOCATION 30
(CENTRAL MAINTENANCE FACILITY)
LOS ANGELES (NORTHEAST CBD)
SITE PLAN**

FIGURE 19



LOCATION 34 (VERNON YARD)
VERNON
SITE PLAN

FIGURE 20

4.0 DISCUSSION OF ISSUES

Some of the issues identified in the FY 1986-1990 Bus Maintenance Facilities Plan have now been studied in some detail. Resolution of some of the problems has been reached; recommendations have been made based on funding availability that was outlined in the Financial Plan. The conclusions reached in these studies are discussed below.

4.1 DIVISION 2 (LOS ANGELES)

During the past fiscal year, Division 2 (located at 16th and San Pedro Streets southeast of downtown Los Angeles) was closed as an operating facility for cost cutting purposes. The actual site continues to be used, however, as a temporary facility for Division 1, whose maintenance, service and storage facilities at 6th Street and Central Avenue (east of downtown Los Angeles) are undergoing reconstruction. Upon completion of Division 1 construction (fall of 1986), Division 2 will become vacant; a decision needs to be made regarding the future use of this facility after that time. Several alternatives are available, including (1) conversion to a centralized midday storage and central road call facility; (2) retention for future use; or (3) disposition of the property.

4.1.1 DISCUSSION

.1 Convert to a Centralized Midday Storage and Road Call Facility

Historically, many of the buses from outlying divisions that end morning and start afternoon service in the Los Angeles Central Business District remain at some downtown facility during the midday period. In the past, this has occurred at Divisions 1 and 2, and later, on property under the Santa Monica Freeway leased from Caltrans (Terminal 25). Because of construction work at Divisions 1 and 2, midday storage was moved from those locations to Division 10. It is now proposed to consolidate this function at a single location (Division 2), thereby eliminating daytime disruption to operations at Division 10, and the lease payment for Terminal 25. Throughout the District, calls to repair or replace equipment which has broken down, are handled by the division closest to the occurrence. Because of the concentration of service in the Central Business District, a large number of calls are handled by the downtown divisions. Being required to respond to these road calls has a negative impact on the normal servicing and preventive maintenance activities at these facilities. Having a crew that would be responsible for downtown road calls would improve the productivity of this function. It is thus proposed to centralizé the downtown road call function at Division 2, provide a

maintenance crew to effect repairs, and to provide servicing in support of the outlying divisions. It is expected that a portion of the contingency fleet would be located at this facility to be used as road call replacements.

Improvements to the servicing facilities and repavement of the bus parking area, originally scheduled and programmed before closure of Division 2 was anticipated, is still planned to commence at the site upon completion of Division 1, and relocation of operations from Division 2 back to that facility. This work is necessary to support the proposed use of this property, and is expected to take several months to complete; the facility should be available for use by the spring or summer of 1987. In addition, space is needed as a headquarters for the Transit Police. This function is now located in the Transportation building at Division 1; when reconstruction of that facility is completed and operations have returned there from Division 2, the Transit Police will have to be relocated. The Transportation building at Division 2 will be available for this purpose.

.2 Retain for Future Use

If Division 2 is not used for centralized storage and maintenance as discussed above, then it could be held for other possible future uses. One possible use would be reactivation as an operating facility. Such an action would be necessary in a case of service expansion or it could be used as a replacement for Division 6. If the facility is not used for transportation purposes, then it might be used for vehicle storage, or for some maintenance function for which space is not available elsewhere.

.3 Disposition

Because of the difficulty in obtaining property for bus garage use, this facility should be disposed of only when it is determined that there is absolutely no possible future use for it.

4.1.2 RECOMMENDATION

Use of the Division 2 site for centralized midday storage and downtown road calls and as headquarters for Transit Police is recommended. This action will consolidate midday storage activities at a single location, provide the potential for midday servicing of these vehicles and save lease payments. In addition, it would normalize maintenance operations at the downtown divisions.

4.2 LOCATION 4 (DOWNEY)

The question identified in last year's plan was what to do with this facility after the new Central Maintenance Facility (CMF) is completed, now scheduled for the summer of 1987. Possible answers were (1) convert to a full operating facility, (2) retain for bus storage or (3) dispose of the property.

4.2.1 DISCUSSION

.1 Convert to an Operating Division

Inasmuch as a number of District routes serve and originate in the southeast sector of Los Angeles County, it has been asserted that cost savings would result from reductions in nonrevenue vehicle miles if an operating facility was located there. To test this assertion, computer model was employed to determine if any lines could more effectively be operated from an operating facility at the existing Location 4 site. The model measures the nonrevenue (or deadhead) miles between the various starting or ending points of each line and an operating facility (or point of origin), and uses this statistic as a means of comparison.

The analysis showed that compared to present (September 1985) line assignments, a total of 14 lines operating 100 scheduled buses would travel 1,041 fewer nonrevenue miles on a typical weekday (as shown in Table 2) if assigned to the current location of this facility. The present site (on Telegraph Road, south of Slauson Avenue) is however not the optimum or minimum mileage point. This location lies to the southeast of the present site at a distance of about three miles, and would be near the intersection of Florence Avenue and Pioneer Boulevard in the City of Santa Fe Springs. Operation from a facility at this location would reduce daily deadhead mileage by another 220 miles or 8 percent (i.e., from 2,660 to 2,440 miles) for a total savings of about 1,260 miles per weekday.

On the basis of this analysis, about 323,000 miles and \$1.3 million per year in operating costs could be saved if this facility was converted. Because this facility would not replace an existing site, additional management overhead would be required for operations, estimated to cost \$800,000 per year; the net savings would thus be reduced to \$500,000 annually.

A further advantage in converting Location 4 to an operating Division is that conditions of overcrowding at other facilities will be alleviated. More efficient operations at those locations will result in cost savings that are presently not quantifiable.

To implement the conversion, improvements would have to be made to the transportation, maintenance, and servicing facilities and the parking area would have to be resurfaced at a cost of approximately \$5 million.

.2 Retain for Bus Storage

One of the reasons for not converting this site to an operating facility is the question of the privatization and subcontracting of marginal services to private carriers. Although several of the candidate lines for operation from this facility are marginal local

LINES TO BE TRANSFERRED TO DIVISION 4

Deletions				Additions			
From Division	Line No.	No. of Buses	Deadhead Miles	To Division	Line No.	No. of Buses	Deadhead Miles
1	460	13	485	4	104	4	107
	462	7	175		117	10	188
Sub Total		20	580		128	3	77
3	104	4	204		259	5	67
Sub Total		4	204		262	6	52
					265	5	73
9	259	5	107		270	4	84
	262	6	68		271	3	62
	466	5	225		459	2	144
Sub Total	470	20	839		460	13	383
		36	1,239		462	7	136
					464	13	451
10	464	13	828		466	5	122
Sub Total		13	828		470	20	716
12	128	3	106				
	265	5	153				
	270	4	159				
	271	3	91				
Sub Total	459	2	144				
		17	653				
18	117	10	199				
Sub Total		10	199				
GRAND TOTAL		100	3,703			100	2,662
DIFFERENCE							1,041



LINES TO BE TRANSFERRED
TO DIVISION 4

TABLE 2

or peak-hour express routes, the extent of the level of privatization that will actually be attained, and where such development will occur, are impossible to determine. The Downey facility could be retained for bus storage until such time as this issue is resolved.

.3 Dispose of the Property

This property should be disposed of only if it is found that there is no need for an operating base in the southeast sector.

4.2.2 RECOMMENDATION

Because of the operational cost savings (\$500,000 per year), and the need to remove equipment from some of the adjacent facilities that are currently overcrowded, conversion of this facility to full operating status is recommended. No funds for this purpose have been identified in the current five year financial plan; however, implementation of the conversion should commence as soon as funds can be identified.

4.3 DIVISION 6 (VENICE)

In last year's plan, land use conflicts were noted between the District's Venice bus operations facility and nearby residences. The options identified at that time were: (1) relocation; (2) absorption at other locations; and (3) retention at present location.

4.3.1 DISCUSSION

.1 Relocation

The service area for lines that might be assigned to a West Los Angeles sector facility was defined as being bound by La Cienega Boulevard on the east, the Santa Monica Mountains on the north, the Pacific Ocean on the west, and Slauson Avenue/Jefferson Boulevard on the south. The search for a replacement site in this area was commenced, and more than 25 potential locations were identified. This number has now been refined and reduced to the five now being considered in the Draft Environmental Impact Report (DEIR). Each of the potential replacement sites is larger (120 to 140 buses) than the present site (85 buses), but is less than the standard size normally desired for new operating facilities (250 buses). The reasons for considering a smaller facility were: (1) no potential sites of the standard size were identified; (2) the cost of land in the area is extremely high; and (3) there appears to be no need for a facility of the standard size in this sector.

The greater size of each of the alternative sites led to the opportunity for expanded operations through the assignment of more buses to a West Los Angeles sector facility. The computerized mileage minimization model (discussed in Section 4.2.1) was used to determine which lines, and in some cases, which buses on those

Lines could best be assigned to each alternative location. In developing candidate lines for reassignment, four criteria were considered: (1) do not exceed the design capacity of each Division 6 alternative site; (2) alleviate crowded conditions at Division 7 by downloading this facility; (3) minimize system nonrevenue mileage; and (4) consolidate individual line operations at as few locations as possible. Considering only those lines that operate in the West Los Angeles sector, the analysis showed a considerable inefficiency that is caused by the small size of the present Division 6 property. Lines considered in this evaluation were those now assigned to Divisions 6 and 7, but also to downtown Divisions 1 and 10, because these latter facilities house lines also assigned the former. A group of four reassignment scenarios was developed according to the criteria mentioned above.

The result of the relocation of buses to the various alternative sites is a reduction in total system deadhead miles ranging from 200 to 400 on each weekday, except for the Culver Boulevard-Marina Freeway location, which would net an increase of 75 miles per day. In addition, Division 7 would be downloaded by 15 to 20 buses. Division 10, which has been reaching the saturation point in assigned buses, would also be downloaded by 15 to 20 buses; Division 1 loses two buses (see Tables 3-8). The change in annual operating cost would be an increase of about \$92,000 for the Culver-Marina Freeway site, or a decrease ranging from \$125,000 to \$500,000 for the other locations. However, the capital cost for acquiring and constructing the facilities ranges from \$13 to \$22 million. (See Table 9.)

.2 Absorb at Other Locations

If Division 6 were closed and not replaced, then it would be necessary to move the existing operations to other District facilities. Two scenarios were evaluated in this alternative:

- (A) Reopen Division 2 and relocate all Division 6 operations to that facility. This action would increase weekday deadhead miles by 1,489, and would result in the underutilization of this 250 bus capacity facility with only 75 buses.
- (B) Reopen Division 2, and execute a general reassignment of lines (including the Division 6 lines), such that deadhead mileage and division bus assignments would be minimized; this plan involves ten divisions, 27 lines and 361 buses.

REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 1 -- OLYMPIC-CENTINELA (SANTA MONICA).

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Division	Current Scheduled			Deletions			Additions			Net Change at Division		New Total at Division		Total System Deadhead Miles	
			Deadhead Miles	Bus Assm'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles		Buses
.130 buses	42 buses	1	2,873	177	14	313	15	7	4	209	13	7	(104)	(2)	2,769	175	(Existing* 43,719)
		6							Extrg*	879	68	6					
									4	162	12	7					
									20	165	12	7					
									33	173	6	10					
					A11				220	80	5	7					
			753	68	Extrg*	753	68	6	576	293	7	10	999	42	1,752	110	
					Total	753	68		Total	1,752	110						
		7			4	551	25	1(13)	14	220	15	1					
					20	479	27	6(12)	28	274	15	10					
								6(12)	429	194	7	10					
								10(15)									
			2,442	177	220	63	5	6					(405)	(20)	2,037	157	
					Total	1,098	57		Total	688	37						
		10			28	311	15	7	20	234	15	7					
					33	210	6	6									
					429	265	7	7									
					576	321	7	6									
			4,802	230	Total	1,107	35		Total	234	15		(873)	(20)	3,929	210	
					Total	10,870	652			2,883	175		(383)	0	10,487	652	43,339

* - Existing Division 06 lines are 4-20-33-430-431-434-436-437, plus seasonal Hollywood Bowl service lines 652 and 658.

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REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 1 OLYMPIC - CENTINELA (SANTA MONICA)

TABLE 3

REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 2 — OLYMPIC-STEWART (SANTA MONICA)

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Divi- sion	Current Scheduled			Deletions				Additions				Net Change at Division		New Total at Division		Total System Deadhead Miles
			Deadhead Miles	Bus Assm'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles	Buses		
130 buses	42 buses	1	2,873	177	14	313	15	7	4	209	13	7	(104)	(2)	2,769	175	(Existing 43,719)	
		6							Extrng* 4	851	68	6						
									20	161	12	7						
									33	173	6	10						
					A11				220	82	5	7						
			753	68	Extrng* Total	753	68	6	576	298	7	10	975	42	1,728	110		
		7			4	551	25	1(13)	14	220	15	1						
					20	479	27	6(12)	28	274	15	10						
								6(12)	429	194	7	10						
								10(15)										
			2,442	177	220	63	5	6		Total	688	37	(405)	(20)	2,037	157		
		10			28	311	15	7	20	234	15	7						
					33	210	6	6										
					429	265	7	7										
			4,802	230	576	321	7	6		Total	234	15	(873)	(20)	3,929	210		
		Total	10,870	652		3,266	175			2,859	175		(407)	0	10,463	652	43,313	

* - Existing Division 06 lines are 4-20-33-430-431-434-436-437, plus seasonal Hollywood Bowl service lines 652 and 658.

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REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT
DIVISION 6: ALTERNATIVE SITE 2 OLYMPIC - STEWART
(SANTA MONICA)

TABLE 4

REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 3 — GLENCOE-MAXELLA (MARINA DEL REY)

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Division	Current Scheduled			Deletions				Additions			Net Change at Division		New Total at Division		Total System Deadhead Miles
			Deadhead Miles	Bus Assm'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles	Buses	
120 buses	34 buses	1	2,873	177	14	313	15	7	4	209	13	7	(104)	(2)	2,769	175	(Existing 43,719)
		6							Extrng* 4	1,032 210	68 12	6 7					
					All Extrng* 753	753	68	6	20 576	225 292	12 7	7 10			1,006	31	
		7							Total 753	99			1,006	31	1,759	99	
		7			4	551	25	1(13)	14	220	15	1					
									6(12)	274	15	10					
					20	479	27	6(12)	429	195	7	10					
									10(15)								
			2,442	177	Total	1,080	52	Total	689	37			(341)	(15)	2,101	162	
		10			28	311	15	7	20	234	15	7					
					429	265	7	7									
					576	321	7	6									
			4,802	230	Total	897	29	Total	234	15			(663)	(14)	4,139	216	
		Total	10,870	652		2,998	164			2,891	164		(102)	0	10,768	652	43,618

* - Existing Division 06 lines are 4-20-33-430-431-434-436-437, plus seasonal Hollywood Bowl service lines 652 and 658.

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REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT
DIVISION 6: ALTERNATIVE SITE 3 GLENCOE - MAXELLA
(MARINA DEL REY)

TABLE 5

REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 4-A — PICO-SAWTELLE (WEST LOS ANGELES)

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Divi- sion	Current Scheduled			Deletions				Additions				Net Change at Division		New Total at Division		Total System Deadhead Miles
			Deadhead Miles	Bus Assm'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles	Buses		
125 buses	38 buses	1	2,873	177	14	313	15	7	4	209	13	7	(104)	(2)	2,769	175	(Existing 43,719)	
		6							Extrg*	1,057	68	6						
										4	168	12	7					
										20	155	12	7					
										33	206	6	10					
					753	68	All Extrg* [Total]	753	68	6	576	292	7	10	1,125	37		1,878
		7			4	551	25	1(13)	14	220	15	1						
					20	479	27	6(12)	28	274	15	10						
								6(12)	429	195	7	10						
			2,442	177	[Total]	1,080	52	10(15)	[Total]	689	37		(341)	(15)	2,101	162		
		10			28	311	15	7	20	234	15	7						
					33	210	6	6										
					429	265	7	7										
					576	321	7	6										
			4,802	230	[Total]	1,107	35	[Total]	234	15			(873)	(20)	3,929	210		
		[Total]	10,870	652		3,208	170		3,010	170			(198)	0	10,677	652	43,527	

* - Existing Division 06 lines are 4-20-33-430-431-434-436-437, plus seasonal Hollywood Bowl service lines 652 and 658.

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REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT
DIVISION 6: ALTERNATIVE SITE 4-A PICO - SAWTELLE
(WEST LOS ANGELES)

TABLE 6

REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 4-B — PICO-SEPULVEDA (WEST LOS ANGELES)

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Divi- sion	Current Scheduled			Deletions				Additions				Net Change at Division		New Total at Division		Total System Deadhead Miles
			Deadhead Miles	Bus Assn'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles	Buses		
140 buses	51 buses	1	2,873	177	14	313	15	7	4	209	13	7	(104)	(2)	2,769	175	(Existing 43,719)	
		6							Extrg* 4	1,057	68	6						
									20	168	12	7						
									33	279	20	7						
									220	206	6	10						
			753	68	All Extrg* Total	753	68	6	576	291	7	10	1,318	50	2,071	118		
		7			4	551	25	1(13)	14	220	15	1						
					20	479	27	6(12)	28	274	15	10						
					220	63	5	6(20)	429	195	7	10						
			2,442	177	Total	1,098	57	10(7) 6	Total	689	37		(404)	(20)	2,088	157		
		10			28	311	15	7	20	74	7	7						
					33	210	6	6										
					429	265	7	7										
			4,802	230	Total	1,107	35	7 6	Total	74	7		(1,033)	(28)	3,769	202		
		Total	10,870	652		3,266	175			3,043	175		(223)	0	10,647	652	43,496	

* - Existing Division 06 lines are 4-20-33-430-431-434-436-437, plus seasonal Hollywood Bowl service lines 652 and 658.

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REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT
DIVISION 6: ALTERNATIVE SITE 4-B PICO - SEPULVEDA
(WEST LOS ANGELES)

TABLE 7

REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 5 -- CULVER BOULEVARD-MARINA FREEWAY (PLAYA DEL REY)

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Division	Current Scheduled			Deletions				Additions			Net Change at Division		New Total at Division		Total System Deadhead Miles
			Deadhead Miles	Bus Assn'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles	Buses	
140 buses	51 buses	1	2,873	177	14	313	15	7	4	209	13	7	(104)	(2)	2,769	175	(Existing 43,719)
		6							Extrg* 4	1,188 222	68 12	6 7					
					All Extrg* 753	753	68	6	20 33 220	402 206 60	20 6 5	7 10 7					
					Total	753	68		576	291	7	10	1,616	50	2,369	118	
		7			4	551	25	1(13)	14	220	15	1					
					20	479	27	6(12)	28	274	15	10					
					220	63	5	6(20)	429	195	7	10					
			2,442	177	Total	1,098	57	10(7)		689	37		(404)	(20)	2,088	157	
		10			28	311	15	7	20	74	7	7					
					33	210	6	6									
					429	265	7	7									
			4,802	290	Total	1,107	35	6		74	7		(1,033)	(28)	3,769	202	
		Total	10,870	652		3,266	175			3,341	175		75	0	10,945	652	43,793

* - Existing Division 06 lines are 4-20-33-430-431-434-436-437, plus seasonal Hollywood Bowl service lines 652 and 658.

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REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 5 CULVER BLVD. - MARINA FWY. (PLAYA DEL REY)

TABLE 8

DIVISION 6 ALTERNATIVE SITES; COMPARATIVE DATA

Alternative No.	Location	Size (Acres)	Maximum Bus Capacity	Bus Assignments				Estimated Cost (Millions)	
				Scheduled	Increase	Spares	Total	Capital	Operations#
1	Olympic-Centinel (Santa Monica)	4.71	130	110	42	20	130	\$13.9	-\$.470
2	Olympic-Stewart (Santa Monica)	6.98	130	110	42	20	130	\$16.3	-\$.501
3	Maxella-Glencoe (Marina Del Rey)	4.41	120	99	31	21	120	\$15.3	-\$.126
4-A	Pico-Sawtelle (West Los Angeles)	6.50	125	105	37	20	125	\$16.7	-\$.236
4-B	Pico-Sepulveda (West Los Angeles)	7.97	140	118	50	22	140	\$21.2	-\$.274
5	Culver Blvd.-Marina Fwy. (Playa Del Rey)	7.72	140	118	50	22	140	\$18.7	\$.092
6	Sunset-Main (Venice) (Existing--Expanded)	4.15	105	92	24	13	105	\$11.7	-\$.455
7	Sunset-Main (Venice) (Existing--Unchanged)	3.13	85	68*	-0-	10*	78*	-0-	-0-

* - Existing bus assignments at Division 6.

- Annual operating cost based on change in total system non-revenue mileage.

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DIVISION 6 ALTERNATIVE SITES: COMPARATIVE DATA

TABLE 9

The result of implementing this scenario is an increase of 978 weekday deadhead miles (see Table 10). The impact upon division bus assignments is provided below:

<u>Bus Assignment</u>	<u>D-1</u>	<u>D-2</u>	<u>D-3</u>	<u>D-5</u>	<u>D-6</u>	<u>D-7</u>	<u>D-9</u>	<u>D-10</u>	<u>D-12</u>	<u>D-18</u>
Current (09/85)	210	0	198	251	78	209	297	265	133	255
Proposed	193	214	173	256	0	215	282	166	102	291
Change	-17	+214	-25	+5	-78	+6	-15	-99	-31	+41

<u>Capacity:</u>										
Desirable	180	250	240	270	85	235	250	250	140	250
Acceptable	200	260	240	280	100	235	300	270	165	290
Absolute	240	300	250	300	120	240	350	300	175	300

Scenario B is preferable in that it provides for a better use of District facilities and minimizes nonrevenue mileage. Although capital cost is minimized by relocating Division 6's operations to other facilities, it results in an increase in operating cost. Using the current standard cost formula, the annual cost in FY 1986 dollars for the two scenarios discussed above is:

<u>Scenario</u>	<u>Additional Weekday Miles</u>	<u>Additional Annual Cost</u>
A	1,489	1,833,000
B	978	1,204,000

.3 Retain Present Location

Remaining at the existing site would minimize increases in both capital and operating costs, however to do so without instituting some mitigation measures may be environmentally unacceptable. Under the retention alternative, two options were considered. The first option is to construct sound walls and install landscaping. The second option is to acquire 1.7 acres of land to the north and south of the existing facility for the construction of a buffer zone. The acquisition and construction cost for the second option is \$11.7 million. In the first case, it is assumed that the existing level of operations would be continued. As mentioned previously, it has been established that the existing facility is too small. The procedure that was used to determine nonrevenue mileage for lines that would be assigned to the alternative sites was applied to the existing location. It was found that if the existing site was expanded to house 105 buses, total system deadhead mileage would be reduced by 370 per weekday. Such an operation would result in annual cost savings of about \$455,000; however, it would require a different design that might be environmentally less acceptable. (See Tables 9 and 11.)

REASSIGNMENT OF LINES AND BUSES FOR CLOSURE OF DIVISION 6: SCENARIO B -- GENERAL REASSIGNMENT OF LINES

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Division	Current Scheduled			Deletions				Additions				Net Change at Division		New Total at Division		Total System Deadhead Miles	
			Deadhead Miles	Bus Assn'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles	Buses			
Facility Closed	-68 buses	1			14	313	15	7	48	162	12	5						(Existing=	
					65	71	7	10										43,719)	
					102	61	5	5											
					2,873	177	Total	445	27	Total	162	12			(283)	(15)	2,590	162	
				2						4	272	14	6						
										4	408	25	7						
										20	629	20	6						
								20	579	27	7								
								20	289	34	10								
								33	404	10	6								
								33	291	18	10								
								40	548	22	5								
								200	89	11	2								
								436	196	5	6								
			0	0	Total	0	0	Total	3,705	186			3,705	186	3,705	186			
		3			104	204	4	18											
					200	162	11	2											
					250	20	2	10											
					268	217	5	9											
			3,013	172	Total	603	22	Total	0	0			(603)	(22)	2,410	150			
		5			40	484	22	2	38	237	16	10							
					48	165	12	1	102	32	5	1							
									434	318	8	6							
									437	104	3	10							
									576	282	7	10							
			3,276	218	Total	649	34	Total	993	39			344	5	3,620	223			
		6			4	168	14	2											
					20	172	20	2											
					33	110	10	2											
					430	15	2	7											
					431	34	2	7											
					434	82	8	5											
					436	117	5	2											
					437	55	3	5											
					SeaSrv	--	4	7											
			753	68	Total	753	68	Total	0	0			(753)	(68)	0	0			

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REASSIGNMENT OF LINES AND BUSES FOR CLOSURE OF DIVISION 6: SCENARIO B -- GENERAL REASSIGNMENT OF LINES

TABLE 10

REASSIGNMENT OF LINES AND BUSES FOR CLOSURE OF DIVISION 6: SCENARIO B -- GENERAL REASSIGNMENT OF LINES

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Current Scheduled			Deletions			Additions			Net Change at Division		New Total at Division		Total System Deadhead Miles		
		Divi- sion	Deadhead Miles	Bus Assn'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses		Miles	Buses
		7			4 20	551 479	25 27	2 2	14 28 429 430 431 (SeeSrv)	220 712 195 49 61 --	15 31 7 2 2 4	1 10 10 6 6 6					
			2,442	182	Total	1,030	52	Total	Total	1,237	61		207	9	2,649	191	
		9			259 260 466	107 138 225	5 8 5	10 10 10	268	205	5	3					
			5,509	258	Total	470	18	Total	Total	205	5		(265)	(13)	5,244	245	
		10			20 28 33 38 429 576	409 438 306 244 264 321	34 31 18 16 7 7	2 7 2 5 7 5	65 250 259 260 466	77 11 59 151 267	7 2 5 8 5	1 3 9 9 9					
			4,802	230	Total	1,982	113	Total	Total	565	27		(1,417)	(86)	3,385	144	
		12			270 443 444 446	159 206 374 412	4 4 7 12	18 18 18 18									
			3,333	116	Total	1,151	27	Total	Total	0	0		(1,151)	(27)	2,182	89	
		18							104 270 443 444 446	183 145 171 306 389	4 4 4 7 12	3 12 12 12 12					
			5,474	222	Total	0	0	Total	Total	1,194	31		1,194	31	6,668	253	
GRAND TOTALS			31,475	1,643		7,083	361			8,061	361		978	0	32,453	1,643	44,697



REASSIGNMENT OF LINES AND BUSES FOR CLOSURE OF DIVISION 6: SCENARIO B -- GENERAL REASSIGNMENT OF LINES (CONT'D)

TABLE 10

REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 6 -- SUNSET-MAIN (VENICE)(EXISTING EXPANDED)

Maximum New Div. 6 Storage Capacity	Objective: Increase Div. 6 Assignments by	Division	Current Scheduled			Deletions			Additions			Net Change at Division		New Total at Division		Total System Deadhead Miles	
			Deadhead Miles	Bus Assm'ts	Line No.	Deadhead Miles	No. of Buses	To Div.	Line No.	Deadhead Miles	No. of Buses	From Div.	Miles	Buses	Miles		Buses
105 buses	24 buses	1	2,873	177	14	313	15	7	4	209	13	7	(104)	(2)	2,769	175	(Existing 43,719)
		6							Extrng* 4	753	68	6					
			753	68	Extrng* Total	753	68	6	20	223	12	7					
									Total	1,170	92		417	24	1,170	92	
		7			4	551	25	1(13)	14	220	15	1					
					20	479	27	6(12)	28	274	15	10					
			2,442	177	Total	1,080	52	6(12) 10(15)	Total	689	37		(341)	(15)	2,101	162	
		10			28	311	15	7	20	234	15	7					
			4,802	230	Total	576	22	7	Total	234	15		(342)	(7)	4,460	223	
		Total	10,870	652		2,672	157			2,302	157		(370)	0	10,500	652	43,350

* - Existing Division 06 lines are 4-20-33-430-431-434-436-437, plus seasonal Hollywood Bowl service lines 652 and 658.

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REASSIGNMENT OF LINES AND BUSES FOR EXPANSION AT DIVISION 6: ALTERNATIVE SITE 6 SUNSET - MAIN (VENICE) (EXISTING)

TABLE 11

4.3.2 RECOMMENDATION

The preferred alternative would be the one that minimizes additional cost. The choice that would minimize capital and operating cost would be to retain the status quo, however this alternative does nothing to resolve land use conflicts. Closure of Division 6 and relocation of operations to existing facilities would minimize capital cost; however, the additional operating costs would occur which, over a 20 year period, could pay for the cost of a new facility. Operational savings can be realized by enlarging and/or relocating the Division 6 facility; however, this is at the expense of \$13 to \$22 million in capital cost. When considered by itself, the \$100,000 to \$500,000 annual savings is too small to justify a new facility, even over a 20-year period. When the choice of capital versus operating cost is considered jointly, that is, constructing a new facility or transferring operations to existing locations, then the operational cost savings of not moving to other more distant facilities (and increasing operational cost) could be added to the operational cost savings of the more efficient location, and on that basis, (annual operational savings of \$1.5 to \$2.5 million) construction of a new facility costing from \$13 to \$22 million becomes feasible. A total of \$22 million has been allocated for the next five years in the FY 1987-91 Financial Plan for replacement of Division 6. The full amount has been estimated as the relocation cost in the event that the existing facility is moved to a new site. Other agencies and/or local communities are expected to be the funding sources for this project. Selection of the final site will depend upon the outcome of the environmental process.

4.4 LOCATION 14 (SOUTH PARK SHOPS)

Upon completion of the new Central Maintenance Facility (CMF), most of the activity that now occurs at South Park Shops will be relocated to the new facility. The question developed in last year's plan was what to do with this facility once the CMF is opened? Possible answers were to (1) use for other maintenance purposes, (2) retain for other use, or (3) disposal. These options are considered below.

4.4.1 DISCUSSION

.1 Use for Other Maintenance Purposes

Although most of the existing functions now at South Park will be relocated to the new CMF when it becomes operational (move-in period is now estimated to encompass some six months starting in the spring of 1987), a number of other maintenance functions now housed at other locations could best be consolidated at South Park. Probably the function that is most adapted to the use of the existing facilities at this location is the bus rehabilitation program. This effort, which includes the rehabilitation of 75 buses per year for at least the next five years, was not considered when the CMF was designed, because this is a recent program that has been necessitated by reductions in the federal capital grants program.

The "rehab" program could be accommodated at the CMF; however, the amount of space that would be required for the dismantling of sufficient coaches for an efficient production line, would severely impact the maintenance operation that has been planned for the CMF, and would probably reduce the benefits that are expected from this new state-of-the-art facility. The present body shop at South Park is well suited for the "rehab" program, and use of that space for this purpose will provide a facility for its operation without major capital cost and without impacting the ongoing fleet maintenance program.

Other maintenance functions that are proposed to be moved to South Park are the nonrevenue vehicle maintenance, special projects and equipment redesign campaigns from Location 4 (Downey) and the Stops and Zones Section and Facilities Maintenance from Location 34 (Vernon Yard). This action will free a portion of those two facilities for other use. The Transit Police headquarters could also be moved to South Park from Division 2 if that facility were to be reactivated as an operating facility. Relocation of some of the Vernon Yard functions to South Park (or some other facility) will be necessary in view of the LACTC's decision to request use of a portion of Vernon Yard for rail Maintenance of Way purposes.

.2 Retain for Other Use

Some of the other uses considered for the South Park property are as a bus operations facility and for bus storage. Considering the location of other District facilities and the nature of bus operations in the South-Central sector of the service area, and the lack of potential for growth in that area, conversion of South Park to an operating base is not warranted. The facility could be used for bus storage, but existing buildings prevent an efficient use of the property. Sufficient space is available at other locations to store a contingency fleet of the size envisioned in the equipment plan.

.3 Disposal

The South Park property should be disposed of only if it is found that all possible functions could be handled more efficiently or economically elsewhere.

4.4.2 RECOMMENDATION

The best use for the South Park Shops property, considering its size, location and structures, is as a home for the bus rehabilitation program, and as a location for the consolidation of other maintenance programs.

4.5 DIVISION 16

Several alternatives for the disposition of Division 16 were identified in the FY 1986-90 Facilities Plan: (1) acquisition by purchase of existing leased property, plus adjacent property for possible expansion, (2) remain at the present location under the existing lease arrangement, or (3) close the facility.

4.5.1 DISCUSSION

.1 Acquisition

If District operations are to continue in the Eastern San Gabriel Valley and Pomona Valley, then the property should be purchased so that costs can be stabilized and permanent improvements can be made. Because of the overcrowded conditions that presently exist at Division 16 (which was the cause of a fire that resulted in damage to several buses), the facility should be expanded. Adjacent property to the west should also be acquired to enlarge the bus parking area, and provide room to expand the maintenance facility. The cost for acquiring this land, and improving the facility is estimated to be \$4.7 million. If the facility is not expanded, then it will be necessary to download it and move buses to more distant garages; this will result in increased mileage and operating cost. The arguments that apply to purchasing the existing property also apply to the purchase of the expansion land.

.2 Maintain Present Lease

If there is a question about the permanent need for an operating facility in the San Gabriel-Pomona Valley, then the present lease arrangement should be maintained until the question is resolved. Because of the interim need to expand, the adjoining land should be leased for additional bus parking and maintenance space.

.3 Dispose of Property

If a transportation zone is established in the San Gabriel-Pomona Valley, or if a sufficient number of lines are subcontracted to private carriers, there may not be a need for Division 16. In that case, the facility should be closed and remaining operations moved to other locations.

4.5.2 RECOMMENDATION

The impact of privatization and transportation zones is not known at this time. Both actions have the potential to substantially reduce the number of buses that the District would run in the San Gabriel-Pomona Valley. At this point, there is not sufficient information to make a judgment to purchase the land or close the facility. The best course of action is to maintain the status quo, and to lease the additional space needed for efficient operations. Funds in the amount of \$4.7 million have been budgeted in the capital program for purchase and

acquisition of the land in FY 1990 and 1991 and funds for improvements have been budgeted for FY 1992. Financing would thus be available in the event that the privatization and transportation zone issues are resolved in a manner that will require the continued use of Division 16.

4.6 LOCATION 24 (VAN NUYS-OLD DIVISION 8)

The site of the former Division 8 operations facility is currently being leased to Neoplan USA, Inc., who is completing warranty work on 415 District buses. When this lease expires, a decision needs to be made about the future of this facility. In last year's report, two alternatives that were identified for the future of Location 24: (1) retain for future use; and (2) disposition for other purposes.

4.6.1 DISCUSSION

.1 Retain for Future Use

The future uses considered for this facility were as a bus operations base, for vehicle storage or for rail maintenance. Considering the nature of the District's bus operations in the San Fernando Valley, the potential for growth in the Central Valley, and the location and size of the two existing operating bases, it is not likely that this property will be needed for operations. The location of this facility near commercial and residential land uses is not compatible with bus storage, nor is it the best use for this property. Sufficient space for the storage of buses of the anticipated contingency fleet size exists at other District facilities. Use of the property for rail maintenance is unlikely, as it is nowhere near any of the proposed routings, nor is it strategically located with respect to the planned rail system.

.2 Disposition

Upon termination of the existing lease with Neoplan, some other use of this property should be considered. Sale, lease or joint development could provide income for other projects, or to offset revenue shortfalls. In pursuance of this potential, the Real Estate Department has issued a Request for Proposal to parties interested in joint development of the property. A potentially desirable proposal involving a 55-year, long-term ground lease has been received by the District and is currently under negotiation. If the property is to be used for purposes other than bus operations, then it will be necessary to develop an on-street turnaround loop and layover zone for Line 96, which now uses a portion of the Location 24 property for these purposes.

4.6.2 RECOMMENDATION

Upon termination of the present lease, disposition of the Van Nuys property for other purposes is recommended. No future transportation uses appear feasible in the future, and in any case, such use is likely to provoke land-use conflicts. Joint development of the property appears to be the most acceptable course of action and will assure a steady income stream.

4.7 LOCATION 34 (VERNON YARDS)

In last year's Facilities Plan, the analysis of the situation concerning Vernon Yards was that when the new CMF is completed, and most of the functions that are now at South Park Shops are moved to the CMF, vacant space will become available at South Park. This will provide the opportunity to relocate some or all of the functions that are now at Vernon Yards to South Park. If this is done, what should the new role be for the Vernon Yards property? The options appeared to be: (1) retain for current use; (2) retain for other use; and (3) disposal. In the interim, the LACTC has found that the site it had planned to use for rail Maintenance of Way (MOW) purposes for its Long Beach Light Rail line is not suitable for that or any purpose. It has determined that Vernon Yards site is the best location for non-rail MOW functions and material. The Commission has requested that the District retain at least a portion of the Vernon Yards property for MOW use. The discussion below thus applies only to the portion not required for use by LACTC.

4.7.1 DISCUSSION

.1 Retain for Current Use

If it is decided not to use the South Park Shops property as a centralized location for non-CMF maintenance activity, then those functions that are now at Vernon Yards should remain there, as existing facilities are well suited for existing functions. However, some functions will have to be moved elsewhere, as rail MOW will necessarily displace some of these activities.

.2 Retain for Other Use

If some of the current functions are transferred to South Park upon completion of the CMF, Vernon Yard could be retained for bulk supplies and vehicle storage in addition to rail MOW purposes. If the property is retained, probably the best use would be for the storage of bulk parts and supplies; the warehouses now at this location are well suited for this function.

.3 Disposal

If current functions at Vernon Yards are transferred to South Park upon completion of the CMF, then one alternative would be to dispose of the property not required by LACTC for rail MOW. Selecting this option may cause a shortage of storage space for bulk items, but it will also cause the need to find a new turnaround loop and layover location for Line 105 shortline buses, which now uses a portion of the Vernon Yards property for that purpose.

4.7.2 RECOMMENDATION

In view of the LACTC decision and request for use of a portion of the Vernon Yards property for rail Maintenance of Way, it is recommended that the remainder of the property be retained for the bus turn around loop, bulk storage, and other functions that are best suited for this location.

