

Council Meeting of
December 11, 2012

Honorable Mayor and Members
of the City Council
City Hall
Torrance, California

Members of the Council:

SUBJECT: Transit - Approve submission of Fiscal Year 2013-2015 Short Range Transit Plan.

Expenditure: N/A

RECOMMENDATION:

Recommendation of the Transit Director that City Council approve the Fiscal Year (FY) 2013-2015 Short Range Transit Plan (SRTP) for submission to the Los Angeles County Metropolitan Transportation Authority (Metro).

FUNDING:

Not applicable.

BACKGROUND/ANALYSIS:

As an "included municipal bus operator" in Los Angeles County, the City of Torrance is required to submit an annual SRTP to Metro as a condition for receiving federal, state, and local grants and subsidies.

The SRTP is divided into four main sections:

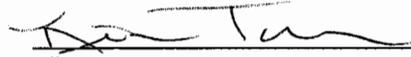
1. Overview of the Transit System
2. Funding, Finances and Regulations
3. Accomplishments and Goals
4. System Information Tables

The Overview of the Transit System discusses: the background of the agency, organizational structure, services provided, areas served, ridership levels, fare structures, and information about our fleet, facilities, and equipment. The Funding, Finances, and Regulations section discusses: the operations and capital budgets, financial resources, and regulatory requirements. The Accomplishments and Goals section highlights: the FY 2012 accomplishments, departmental goals and objectives, service evaluations, Operations Plan, and Capital Improvement Program. The System Information Tables provide information on the following: FY 2013 fare structure, fleet inventory and characteristics, financial status – for operating and capital funds,

FY 2007-2009 Performance Audit and capital project summaries for FY2013 through FY2015.

The Transit Department annually plans and programs capital projects several years in advance. Because of this advanced planning, cost estimates listed in the capital summaries may change based on future economic, political or regulatory climates.

Respectfully submitted,



Kim Turner
Transit Director

CONCUR:



LeRoy J. Jackson
City Manager

Attachments: A) FY2013-2015 Short Range Transit Plan

TORRANCE TRANSIT



Over 70 Years of Dedicated Service to the Community...

SHORT RANGE TRANSIT PLAN FY2013-2015

**November 2012
City of Torrance, California**

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Kim Turner

MANAGEMENT TEAM

Administration

Jim Mills

Fleet Services

Art Estrada

Operations

Ernie Crespo

November 2012

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CHAPTER 1: OVERVIEW OF THE TRANSIT SYSTEM

1.1 Introduction

Message from the Director:



It has been another remarkable year for Torrance Transit. As we celebrate our 72nd year of service, we continue our efforts of "Going Green" in the 21st century. Our Fleet Modernization Project is progressing as scheduled as another nine (9) compressed natural gas (CNG) buses have now joined our fixed route fleet. Over half of our bus fleet is now powered by alternative fuels and Clean Air Technology.

The City of Torrance and Torrance Transit have also worked diligently to begin initial design on our Torrance Regional Transit Center. We are excited to construct a facility that will provide greater regional connectivity within the South Bay region, ease traffic congestion on main streets and transportation corridors, help improve the region's air quality as well as provide an opportunity to connect with the proposed Metro South Bay Green Line Extension.

On October 25, 2012 we unveiled our two newest bus routes. Our Regional Rapid Bus Service will serve as the new Line 3 Rapid and will provide enhanced service on our most traveled corridors, allowing us to have under 15 minute frequencies for the first time. In addition to the launch of the Line 3 Rapid, Torrance is participating in the ExpressLanes Demonstration Project on the Harbor Freeway. This includes four new buses providing peak service to and from downtown Los Angeles.

System wide changes were implemented in November of 2012. In an effort to provide more efficient, effective and reliable service, we are undergoing a top to bottom realignment and rescheduling of our fixed route services.

Torrance Transit is proud to serve the residents of Torrance and the South Bay, and we look forward to providing quality service for many years to come. We are pleased to share our FY 2013-2015 Short Range Transit Plan with you.

Thank you,

Kim Turner - Director
Torrance Transit System

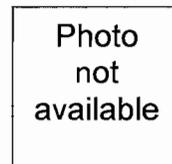
Torrance Transit Management Team



Jim Mills
Administration



Art Estrada
Fleet Services

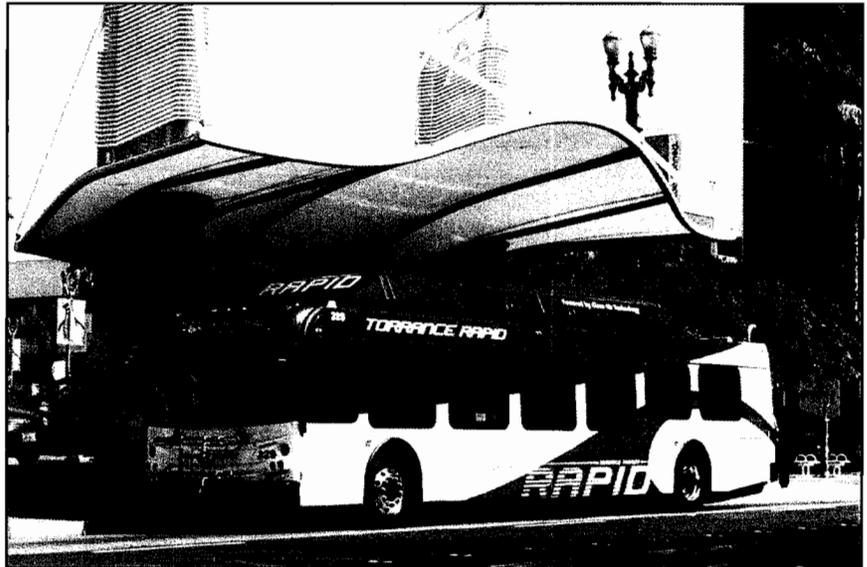


Ernie Crespo
Operations

1.2 Agency Background

City of Torrance

With a population of approximately 147,405 the City of Torrance has the largest residential population of any city in the South Bay area and is the center for most of the region's commercial and industrial activity. The daytime working population of the city is approximately 203,111, with most travel patterns in the area focusing near Del Amo Mall. Incorporated in 1912, the City of Torrance celebrated its 100th birthday this year. The City of Torrance has a City Manager form of government and a seven member elected City Council, including the Mayor. Torrance Transit System is a Department within the City of Torrance.



Torrance Transit System History

Established in 1940, the Torrance Transit System began providing bus service between Torrance and downtown Los Angeles. When Torrance Transit System began providing fixed route transit service, it was with the use of three leased, 1931 Mack-33 buses. Over the years, Torrance Transit has continued to grow its fleet. Torrance Transit recently implemented a series of service changes November 2012 which included network wide route restructuring and rescheduling. This included the addition of three new routes, increasing the Torrance Transit's network of eight routes to eleven routes. Two of the new routes included an all new Line 3 Rapid and the new Line 4 (utilizing the new High Occupancy Toll Lanes along the Harbor Freeway).

The fixed-route system operates on routes that run along the major traffic corridors while also providing connection to major transit generators in the area. Major regional connection hubs and transit generators served by Torrance Transit include:

- Del Amo Mall
- El Camino College
- California State University - Dominguez Hills
- South Bay Galleria
- Artesia Transit Center
- Harbor Freeway Station
- Long Beach Transit Gallery
- LAX Transit Center
- Union Station

- **Metro Blue Line**
 - Artesia Station
 - Pacific Coast Highway Station
 - Anaheim Station
 - Pacific Station
 - 1st St Station
 - Transit Mall
 - Pico Station
 - 7th St/Metro Center
- **Metro Green Line**
 - Harbor Freeway Station
 - Crenshaw Station
 - El Segundo Station
 - Mariposa Station
- **Metro Silver Line**
 - Artesia Transit Center
 - Rosecrans Station
 - Harbor Freeway Station
 - Manchester Station
 - Slauson Station
 - 37th St/USC Station
 - 23rd St Station
 - 7th St/Metro Center
 - Pershing Square
 - Union Station
- **Metro Expo Line**
 - 23rd St Station
 - 7th St/Metro Center
- **Metro Gold Line**
 - Union Station
- **Metro Purple Line**
 - 7th St/Metro Center
 - Pershing Square
 - Union Station
- **Metro Red Line**
 - 7th St/Metro Center
 - Pershing Square
 - Union Station

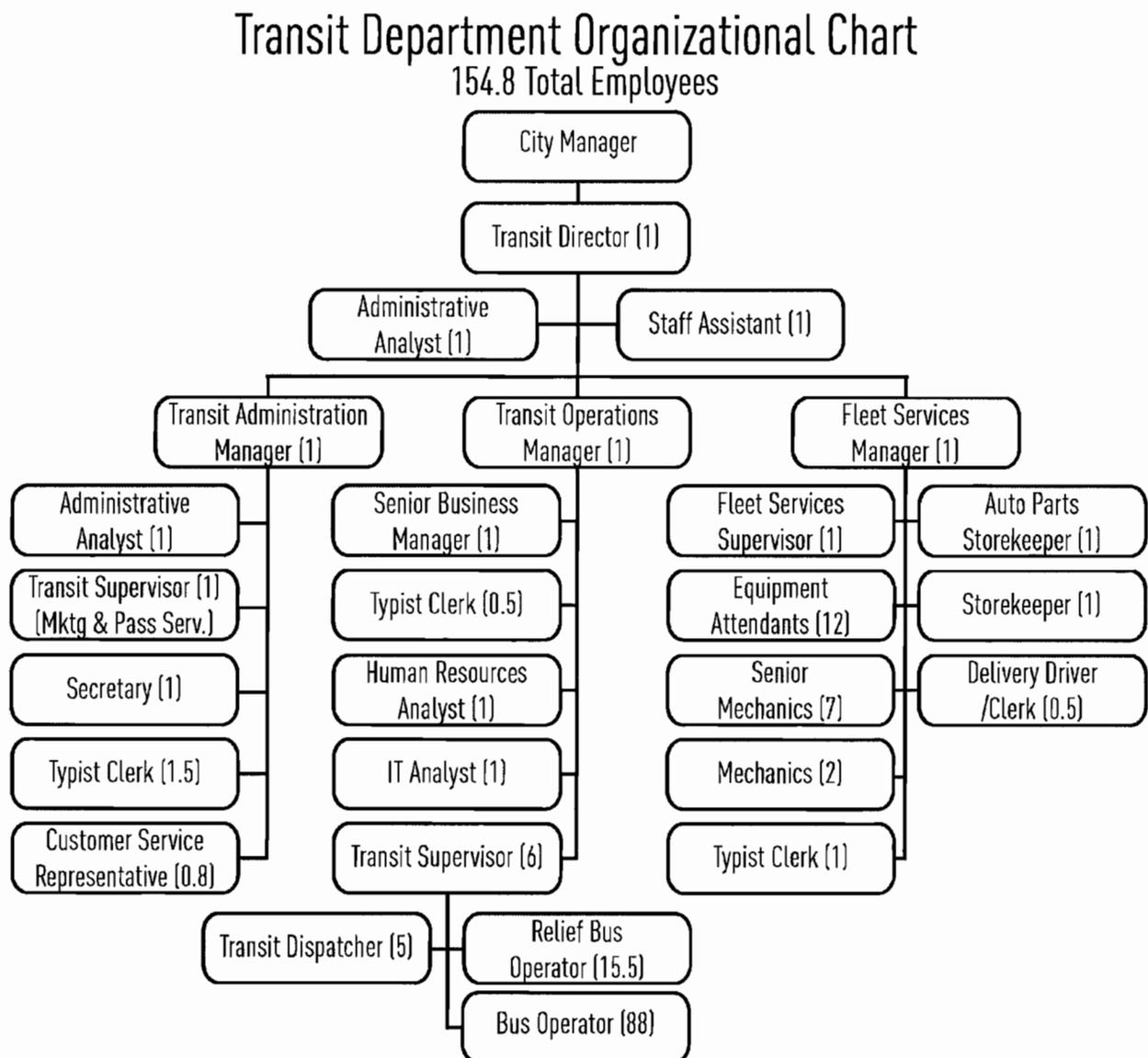
Torrance Transit's network coverage includes many areas outside of the City of Torrance itself, including the neighboring cities of Redondo Beach, Carson, Gardena, Hawthorne, Inglewood, El Segundo, Lawndale, Lomita, Compton, Wilmington, Harbor City and the City of Los Angeles. Scattered unincorporated areas under the jurisdiction of Los Angeles County are also served.

The Transit Department's responsibilities include securing its own local, state and federal funding for the Department, preparing the annual operating and capital budgets, tracking and analyzing service

statistics, providing staff for city and regional committees or task forces, monitoring and participating in regional and federal transportation legislations, issues, projects and activities, maintenance of its own fleet of buses, development and implementation of service changes, and general oversight of the bus operations for the City of Torrance.

1.3 Organizational Structure

Torrance Transit System is a municipally run transit agency led by the Transit Director, who is responsible for the seamless operation of the department and oversees a management staff of three individuals: Transit Administration Manager, Transit Operations Manager, Fleet Services Manager, as well as an Administrative Analyst and a Staff Assistant. Torrance Transit System's organizational structure for the Fiscal Year 2013 is as follows:



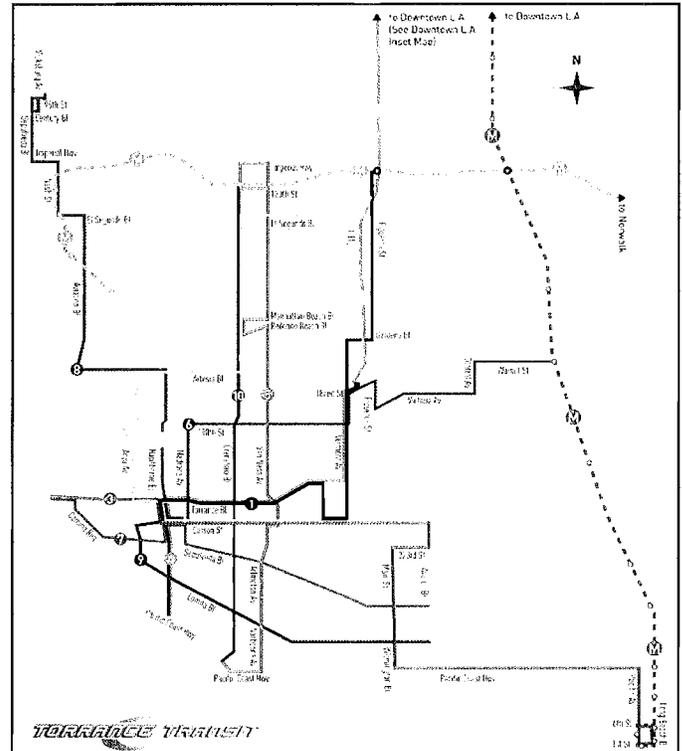
1.4 Torrance Transit Fixed Route Services Provided and Areas Served

Torrance Transit Fixed Route System Overview

Torrance Transit System underwent an overall restructuring and rescheduling of its network and current schedules to improve service to its riders through increased span of service, simplification of its network, improved on-time performance, and improved connections at major regional hubs. Torrance now operates eleven routes as a result of these service changes. The fixed-route system operates on routes that run along the major traffic corridors and provides access to major transit generators and connection points in the South Bay area. Route structure is summarized below for each line below.

Line 1

Line 1 runs north and south between the Del Amo Mall and the Harbor Freeway Station. This line, operating seven days a week, travels along major corridors such as Hawthorne Bl., Torrance Bl., Carson St., Vermont Av., and Figueroa St. The Line 1 serves important connection points such as the Del Amo Mall, Artesia Transit Center, Rosecrans Station, and the Harbor Freeway Station. The Line 1 provides connections with several of our Torrance Transit routes, Carson Circuit, Commuter Express, Gardena Municipal Bus Lines, Metro, and Orange County Transportation Authority (OCTA).



Line 2

Line 2 runs north and south between the Del Amo Mall and the Harbor Freeway Station. This line, operating Monday through Saturday, travels along major corridors such as Madrona Av., Torrance Bl., Anza Av., 190th St., Inglewood Av., Artesia Bl., Crenshaw Bl., El Segundo Bl., and Figueroa St. Along its route Line 2 provides service to major connection points such as the Del Amo Mall, South Bay Galleria, El Camino College, and the Harbor Freeway Station. The Line 2 provides connections with several of our Torrance Transit routes, Beach Cities Transit, Gardena Municipal Bus Lines, Lawndale Beat, and Metro.

Line 3

The Line 3 runs east and west between the Redondo Beach Pier to the west and the Long Beach Transit Gallery on the east. This line, operating seven days a week, travels along major corridors such as Torrance Blvd., Hawthorne Bl., Carson St., Avalon Bl., 223rd St., Main St., Pacific Coast Highway, and Pacific Av. Along this route major connection points are served such as the Redondo Beach Pier, Del Amo Mall, Harbor-UCLA Medical Center, Harbor Freeway/Carson Station, Pacific Coast Highway Blue Line Station, Anaheim Blue Line Station, Pacific Blue Line Station, 1st St. Blue Line Station, and the Long Beach Transit Gallery. The Line 3 provides approximately 50 percent of

the system boardings. The Line 3 provides connections with several of our Torrance Transit routes Beach Cities Transit, Commuter Express, Gardena Municipal Bus Lines, Long Beach Transit, and Metro.

Line 3 Rapid

The new Rapid 3 runs east and west between the South Bay Galleria and the Long Beach Transit Gallery. This route is a new route beginning with the November 2012 service changes. This route provides a limited stop rapid service between the South Bay Galleria and the Long Beach Transit Gallery, with a majority of its routing mirroring the Torrance Line 3. At shared locations with the Torrance Line 3, these riders will experience an approximate 10-minute frequency, the first time Torrance Transit has had under 15-minute frequency in its network. This line, operating during weekday peak periods, travels along major corridors such as Hawthorne Bl., Carson St., Avalon Bl., Pacific Coast Highway, and Pacific Av. Along this route major connection points are served such as the South Bay Galleria, Del Amo Mall, Harbor Freeway/Carson Station, Pacific Coast Highway Blue Line Station, Anaheim Blue Line Station, Pacific Blue Line Station, 1st St. Blue Line Station, and the Long Beach Transit Gallery. The Rapid 3 provides connections with several of our Torrance Transit routes, Beach Cities Transit, Commuter Express, Gardena Municipal Bus Lines, Lawndale Beat, Long Beach Transit, and Metro.

Line 4

The new Line 4 runs north and south between Torrance and Los Angeles Union Station. This route is a new route beginning with the November 2012 service changes. This pilot project has been implemented as part of the Congestion Reduction Demonstration Project on the I-110 and I-10 freeways with the creation of High Occupancy Toll Lanes. This route provides a limited stop express service through four weekday peak directional trips to and from downtown Los Angeles. This line travels along major corridors such as Hawthorne Bl., Torrance Bl., Vermont Av., I-110 freeway, Figueroa St., Flower St., Grand Av., Olive St., 1st St., Spring St., and Los Angeles St. Along this route major connection points are served such as the Del Amo Mall, Artesia Transit Center, Rosecrans Station, Harbor Freeway Station, Manchester Station, Slauson Station, Exposition Park, 37th St./USC Station, 23rd St. Station, Staples Center, Pico Station, L.A. Live, 7th St./Metro Center, Pershing Square, L.A. City Hall, and Union Station. The Line 4 provides connections with several of our Torrance Transit routes, Carson Circuit, Commuter Express, DASH, Foothill Transit, Gardena Municipal Bus Lines, OCTA, Metro, among others.

Line 5

Line 5 runs north and south along major corridors such as Pacific Coast Highway, Narbonne Av., Arlington Av., Van Ness Av., Redondo Beach Bl., Crenshaw Bl., Manhattan Beach Bl., 120th St., and Imperial Highway. The Line 5, as part of the November service changes, had its routing reconfigured as a result of the separation of the previous Line 5 loop route. By separating this service into two north-south routes and extending north to the Crenshaw Green Line Station, this created the new Line 10 on Crenshaw Bl. to provide the same service area coverage as before. This line operates Monday through Saturday serving major connection points such as El Camino College, Downtown Torrance, Wilson Park, Southern California Regional Occupational Center (SCROC), and the Crenshaw Green Line Station. The Line 5 provides connections with several of our Torrance Transit routes, Gardena Municipal Bus Lines, and Metro.

Line 6

Line 6 provides east and west service, between the Del Amo Mall and the Artesia Blue Line Station via 190th St and Victoria St. This line operates on weekdays along the following major corridors: Carson St., Madrona Av., Prarie Av., 190th St., Victoria St., Central Av., and Walnut St. In addition to serving the Artesia Blue Line Station, the Line 6 also serves major connection points such as the Del Amo Mall, Artesia Transit Center, the Home Depot Center, and California State University – Dominguez Hills. The Line 6 provides connections with several of our Torrance Transit routes, Carson Circuit, Gardena Municipal Bus Lines, Long Beach Transit, and Metro.

Line 7

Line 7 provides east and west service primarily along Sepulveda Bl. The Line 7 operates Monday through Saturday along major corridors such as Torrance Bl., Camino Real, Hawthorne Bl., Carson St., Madrona Av., and Sepulveda Bl. Major destinations that can be reached along the Line 7 include the Redondo Beach Pier, Del Amo Mall, Wilson Park, and Southern California Regional Occupational Center (SCROC). The Line 7 provides important with connections to our Torrance Line 3 and Rapid 3 providing alternative service to our busy Line 3. The Line 7 provides connections with several of our Torrance Transit routes as well as Metro.

Line 8

Line 8 provides north and south service between Torrance and Los Angeles International Airport (LAX). The Line operates seven days a week operating on Hawthorne Blvd., Artesia Blvd., Aviation Blvd., El Segundo Blvd., Nash St., Imperial Highway and Sepulveda Blvd. In addition to providing service to the LAX City Bus Center, the Line 8 also provides service to the Del Amo Mall, South Bay Galleria, El Segundo Green Line Station, and Mariposa Green Line Station. The Line 8 provides important connections with several of our Torrance Transit routes, Beach Cities Transit, Santa Monica's Big Blue Bus, Culver City Bus, Commuter Express, Lawndale Beat, LAX Shuttle, and Metro.

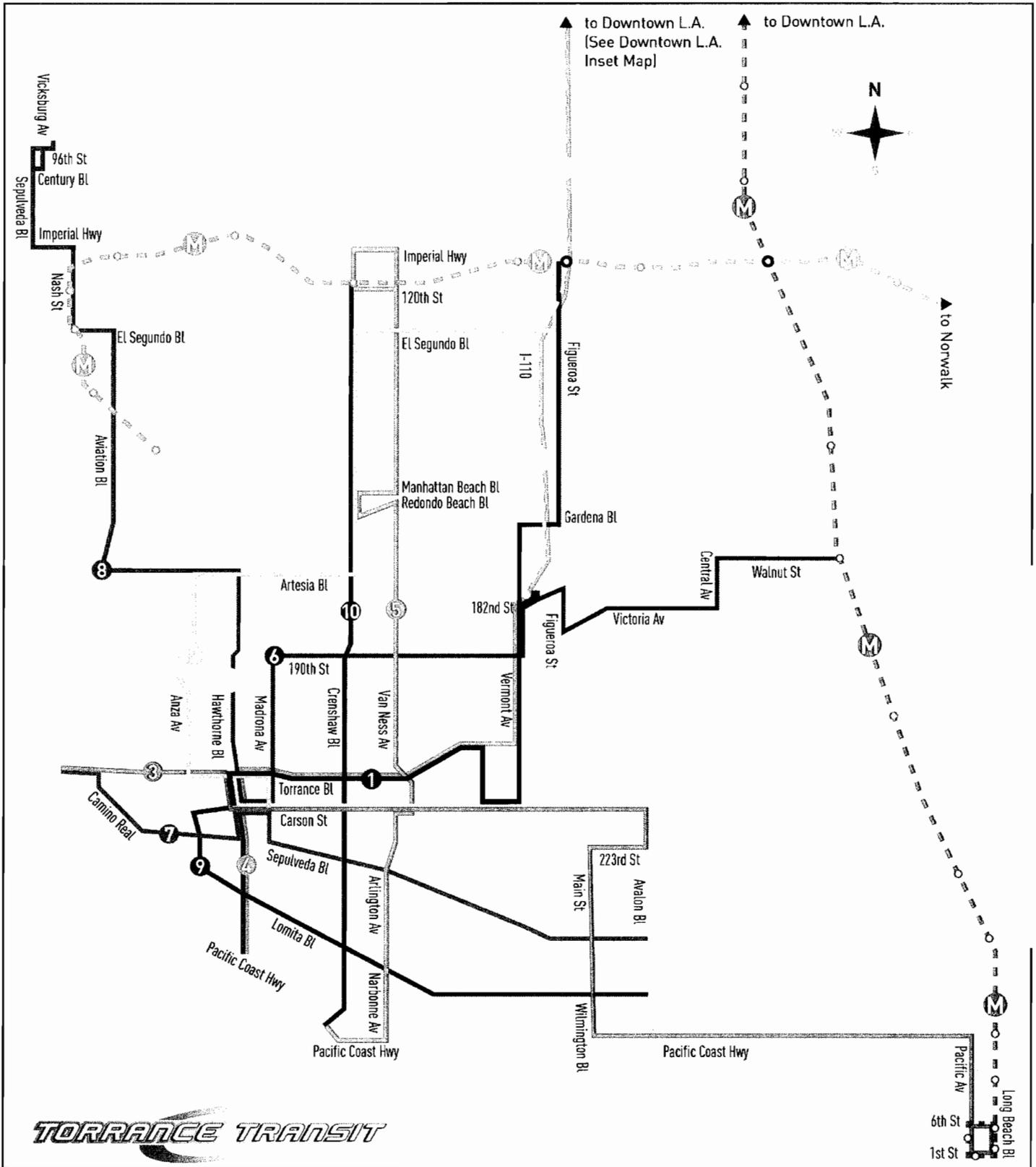
Line 9

Line 9 provides east and west service primarily along Lomita Bl. The Line 9 operates on Monday through Saturday. The Line 9 provides service along major corridors such as Carson St., Anza Av., and Lomita Bl. The Line 9 provides service to transit generators such as Del Amo Mall and Torrance Memorial Medical Center. The Line 9 provides important with connections to our Torrance Line 3 and Rapid 3 providing alternative service to our busy Line 3. The Line 9 provides connections with several of our Torrance Transit routes as well as Metro.

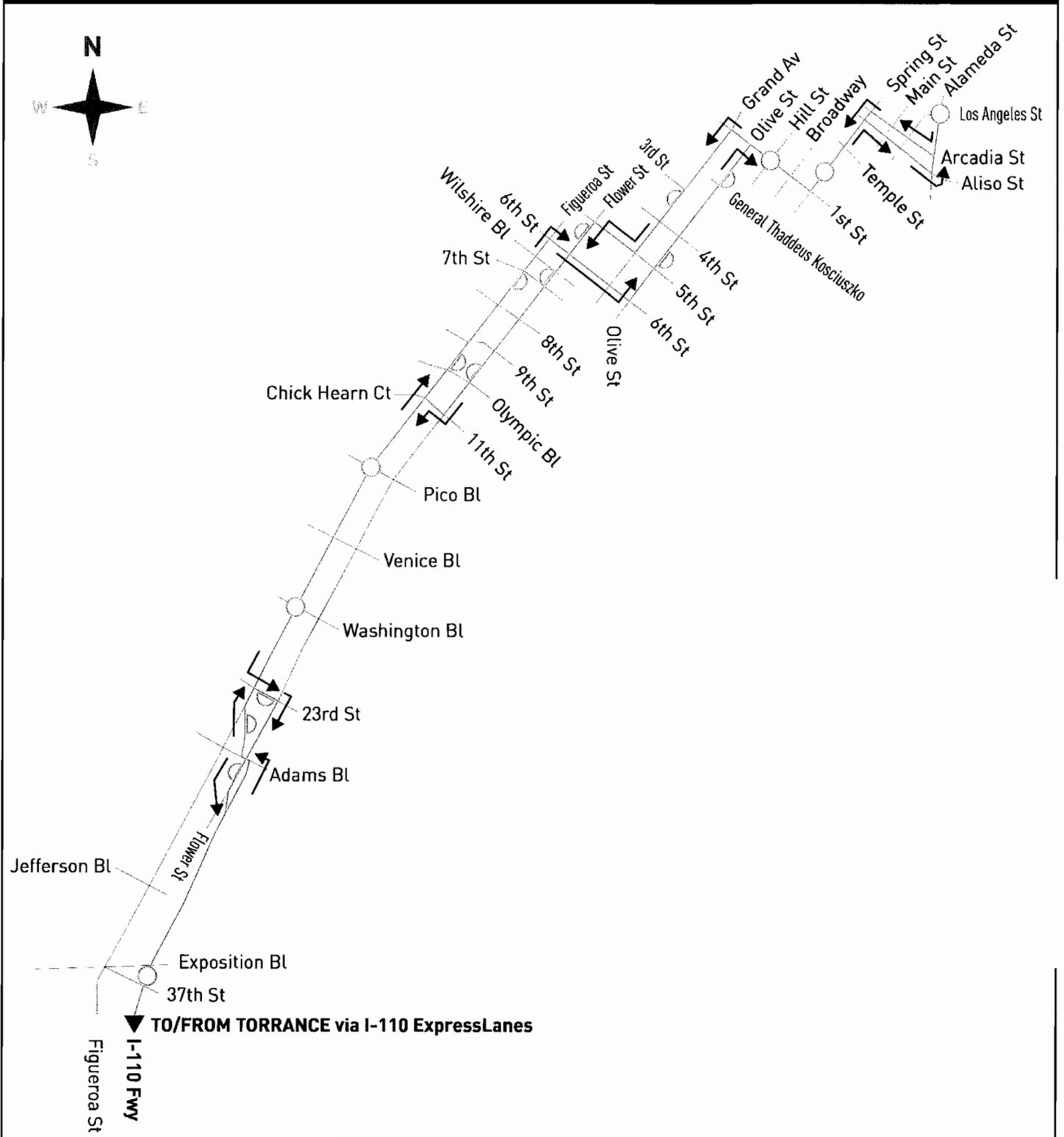
Line 10

The new Line 10 runs north and south on Crenshaw Bl. between Pacific Coast Highway and the Crenshaw Green Line Station. This route is a new route beginning with the November 2012 service changes to continue providing service on Crenshaw Bl. Previous service provided on Crenshaw Bl. was with the Line 5 loop route, which was separated into two north-south routes and extended north to the Crenshaw Green Line Station. Line 10 runs north and south on Crenshaw Bl. between Pacific Coast Highway and the Crenshaw Green Line Station. This line operates Monday through Saturday serving major connection points such as Wilson Park, El Camino College, Alondra Park, Southern California Regional Occupational Center (SCROC), and the Crenshaw Green Line Station. The Line 10 provides connections with several of our Torrance Transit routes, Gardena Municipal Bus Lines, and Metro.

1.5 Torrance Transit Fixed Route System Map



Downtown Los Angeles Inset Map



1.6 Commuter Service – Municipal Area Express (MAX)

Municipal Area Express (MAX) Overview

Launched in 1990, this commuter bus service is a joint venture of the cities of El Segundo, Lawndale, Lomita, Los Angeles, Torrance, and Los Angeles County. Torrance Transit System serves as the lead agency for MAX, currently contracting the operation of the service to MV Transportation. The service consists of two fixed routes and one express route that operate during the morning and afternoon peak commuting hours – providing South Bay residents quick, convenient travel to and from the El Segundo employment center. Currently there are twelve 32-foot 2002 El Dorado transit buses in the active MAX fleet. The Municipal Area Express (MAX) operates Monday through Friday during peak morning and afternoon hours. It does not run on weekends and major holidays. Tickets for MAX can be purchased from company Employee Transportation Coordinators or from the West Annex Transit Store located at Torrance City Hall. The City of Torrance has elected to withdraw from the MAX service effective June 30, 2013 due to poor service productivity.



Line 2

The MAX Line 2 connects residents of Torrance and Lawndale with the El Segundo employment center. The MAX Line 2 currently operates two morning and two afternoon runs transporting commuters to and from work. Line 2 service span is between 6:34a.m.-8:08a.m. and 4:40 p.m.-6:24p.m. The Line 2 travels along major corridors such as Pacific Coast Highway, Anza Av., Inglewood Av., Manhattan Beach Bl., Aviation Bl. to the El Segundo employment center.

Line 3

The MAX Line 3 provides service between San Pedro along major corridors such as Pacific Av., Western Av., Crenshaw Bl., Manhattan Beach Bl., Aviation Bl. to the El Segundo employment center. The MAX Line 3 currently operates four morning and four afternoon runs transporting commuters to and from work. Line 3 runs from San Pedro to El Segundo from 5:20 a.m.-7:52 a.m. and 3:30 p.m.-6:29 p.m.

Line 3X

The MAX Line 3X is an express route connecting residents of San Pedro to the El Segundo employment center by utilizing the I-110 Harbor Freeway and the I-405 freeway. The MAX Line 3X provides express freeway commuter services and operates four morning and four afternoon runs helping transport commuters to and from work. The Line 3X travels along major corridors such as Pacific Av. and Gaffey St prior to entering the I-110 and I-405 freeways for service to the El Segundo employment center. Line 3X runs from San Pedro to El Segundo from 6:00 a.m.-7:59 a.m. and 3:40 p.m.-6:10 p.m.

1.7 Torrance Community Transit Program (TCTP) Overview



In 2003, Torrance consolidated its Senior and Dial-A-Taxi programs under one umbrella program called the Torrance Community Transit Program (TCTP). The senior service, previously known as Senior Ride, began in 1989. The Dial-A-Taxi Service replaced the previously known Dial-A-Lift program, where a fleet of six wheelchair lift-equipped minibuses provided service to residents, which began in 1978. The current all-taxi service format provides greater flexibility and independence in meeting transportation alternative needs of the City's senior residents and residents with disabilities. The Senior Taxi program serves seniors, age 65 and older, who are residents of Torrance. The Dial-A-Taxi program serves residents with disabilities of the cities of Torrance. The City contracts with three local taxi cab cooperatives to provide this round-the-clock service. The service area is limited only by the taxi companies' operational areas. Riders use pre-paid for the service which have a value up to \$13, taxi fare dollars. If the fare is greater, the rider has the option of using another ticket or paying the balance him/herself.

The Senior Taxi and Dial-A-Taxi Services are available 24 hours a day, seven days a week operating with the three taxi cab companies. Patrons must register for the program at the West Annex Transit Store located at the Torrance City Hall. Senior Taxi participants can purchase up to twelve (12) tickets per month at \$5.00, \$3.00 or \$1.00 per ticket depending on their total annual household income. Dial-A-Taxi disabled participants can purchase up to twelve (12) tickets per month at \$1.00 each

regardless of income. Requests for additional tickets, for medical purposes only, may be made but cannot exceed more than a total of twenty four (24) in a month. Patrons may participant in only one of the programs. All taxi tickets expire 90 days from the date of purchase except the one-time only purchase of up to eight (8) "Rainy Day" emergency tickets which have no expiration date.

1.8 Torrance Transit Ridership

Torrance Transit recorded approximately 4.0 million unlinked passenger trips in FY 2012. Compared to the previous year's unlinked passenger trips, ridership has increased by about 14.0%.

1.9 Fare Structure

Torrance Transit Fixed Route Fares & Interagency Transfers

Torrance Transit operates fixed route bus service and charges the following fares for its passengers:

Fare Information

Cash Fares Efectivo Tarifas	Local Locales	L.A. Express L.A. Expreso
Base Fare / Tarifa Básica	\$1.00	\$2.00
1 Seniors / Ancianos	\$0.25	\$0.75
2 Children / Niños	Free / Gratis	Free / Gratis
3 Students Estudiantes	\$0.50	\$1.00
Disabled / Personas Incapacitadas	4 \$0.25	\$0.75
Medicare Card Holders	5 Free / Gratis	Free / Gratis
6 Personas con Tarjetas de Medicare	\$0.25	\$0.75
Transfers / Transbordos		
Interagency	Fare / Tarifa + \$0.40	

Torrance Transit Monthly Passes & Other Fare Media

Torrance Transit accepts the EZ Transit Pass as fare media. The EZ Transit Pass is a regional pass that allows the holder unlimited monthly boardings on Metro's bus and rail lines, including 16 regional municipal operators that participate in Los Angeles County. Torrance Transit is reimbursed an average cash fare for each passenger that uses their EZ Transit Pass to board its buses. In addition, Torrance Transit accepts Access Services cards as fare media for a free boarding. Torrance Transit is reimbursed its disabled fare of \$.25 per ride from Access Services. Torrance Transit offers monthly passes and EZ Transit pass sales for the following amounts:

Passes Pases	Local Locales	L.A. Express L.A. Expreso
Torrance Regular	\$35.00/month	\$65.00/month
Torrance Students Estudiantes	\$30.00/month	+\$0.50/ride
EZ Pass Regular	\$84.00/month	\$106.00/month
EZ Pass Seniors EZ Pass Ancianos	\$35.00/month	\$44.50/month

Municipal Area Express Fares & Interagency Transfers

The Municipal Area Express (MAX) provides peak-hour directional service and charges the following fares for its passengers:

Route	Base Fare	Senior/Disabled	Interagency Transfers
Line 2	\$ 2.25	\$ 1.50	\$ 0.25
Line 3	\$ 1.75	\$ 1.50	\$ 0.25
Line 3X	\$ 3.00	\$ 1.50	\$ 0.25

Municipal Area Express Monthly Passes & Ticket Booklets

The Municipal Area Express (MAX) provides peak-hour directional service and charges the following rates for its monthly passes and ten-ride ticket booklets:

Route	Monthly Pass	10-ride ticket booklet
Line 2	\$ 62.00	\$ 22.50
Line 3	\$ 58.00	\$ 17.50
Line 3X	\$ 72.00	\$ 30.00

1.10 Fleet, Facility, and Equipment

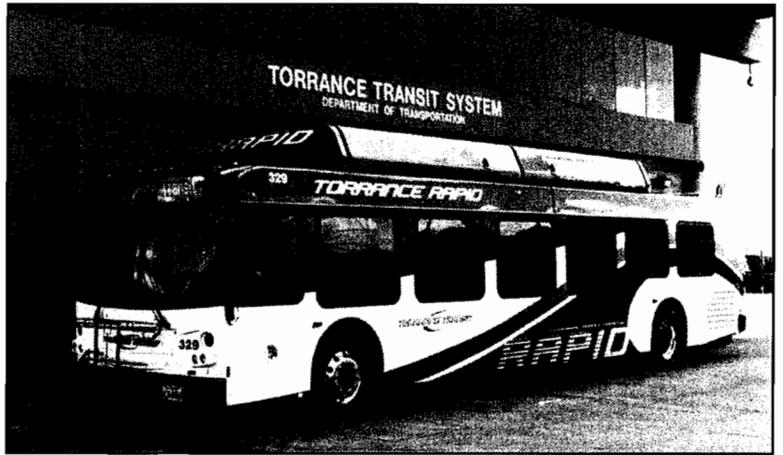
Fleet



The Torrance Transit active fleet is comprised of twelve (12) 40-foot New Flyer compressed natural gas buses, ten (10) 40-foot New Flyer gasoline-electric hybrid low-floor buses, nineteen (19) 40-foot Gillig Low Floor clean diesel buses, twelve (12) Gillig Phantom clean diesel buses, and twelve (12) 32-foot El Dorado Diesel buses as of June 30, 2012. Torrance Transit also placed eight (8) additional 40-foot New Flyer CNG buses in service in the beginning of FY2012-13. Of the total twenty (20), eight (8) were for expansion service on the new Rapid 3 and four (4) were for expansion on the new Line 4. Torrance Transit plans to *green* its entire fleet by FY 2014-15 converting to gasoline-electric hybrid buses and compressed natural gas (CNG) buses. Torrance Transit is receiving another order of nine (9) compressed natural gas buses this fall in the next step of its fleet modernization plan. Torrance Transit will continue its aggressive plan to modernize its fleet and continue to meet its goals in conjunction with the California Air Resources Board's mandates for reduced emissions.

Albert Isen Transit Center at the City Yard

The Albert Isen Transit Center officially opened in 1986 at the City Yard. Transit shares the Yard along with several other city departments and services. The 32,000 square foot facility houses the Transit Department's Fleet Services, Operations and Administration Divisions at the 20500 Madrona Ave. facility located in the City of Torrance. All vehicles for Torrance Transit's fixed route services are fueled, repaired and stored at this facility. As Torrance Transit moves forward with alternatively fueled buses, the Albert Isen Transit Center



at the City Yard is being retrofitted for the maintenance of the evolving fleet and new technologies involved. With Torrance Transit's fleet of CNG vehicles growing, the Transit Department entered into an agreement for the construction of a private CNG station for Transit refueling needs. This CNG station will include both slow and fast-fill pumps. Additionally, during FY 2012-13 the building will be undergoing a renovation in the administration, operations, and fleet divisions. The Department includes administrative offices, conference rooms, bus operators' lounge, training room, gym, break area, maintenance garage, vacuum station, a warehouse, and a revenue vault.

CHAPTER 2: FUNDING, FINANCES, AND REGULATIONS

2.1 Operations and Capital Budget

Operations Summary

FY 2012 operating expenditures increased 6.0% as compared to FY 2011. The increase in Torrance Transit's operating budget was largely attributable to volatile and spiking fuel costs as well as filling previously open positions within the Department. In future years as the economy improves, cost increases will depend on the trends in fuel costs, healthcare, and salary increases.

Capital Improvement Program Summary

Torrance Transit follows strict Federal Transit Administration (FTA) guidelines regarding Capital Projects. Torrance Transit recently purchased twenty (20) 40-foot New Flyer CNG buses, which were received in the fall of 2011. Eight of these buses were replacement buses and the remaining buses were used for expansion service, including the Rapid 3 and the Line 4. Current and future capital projects include the purchase of nine (9) additional replacement CNG buses, retrofitting the maintenance facility with new equipment for the CNG buses, procurement of an Automatic Vehicle Locator System, installation of new transit amenities at bus stops including signage, the implementation of our Bus Signal Priority Project, installation of a new bus washing system, refurbishment of buses, and other miscellaneous capital projects.

2.2 Financial Resources

Financial Resources Overview

The majority of Torrance Transit's state and county funding is based on sales and gasoline tax revenues. Revenue sources are based on regional projections adjusted annually for future years.

Federal funding is primarily based on the annual Urbanized Area Formula Funding Program Section 5307 funds to the region as well as the awarding of Section 5309 Discretionary funds through the Federal Authorization process. This process has largely become competitive grant processes where agencies can compete for funding nationwide.

Farebox Revenue

Fare revenue is generated from cash fares, the sale of interagency transfers, EZ Transit Pass Sales and riders, Access Services receipts, token sales, and Torrance Transit monthly local, express and student pass sales. In FY 2012, over \$3.14 million was collected from fare revenue, which is an increase of 3.2% from FY 2011. In FY 2012, the average cash fare was \$0.79.

Proposition A & C Funds

Propositions A & C funds are generated from Los Angeles County sales tax. Both are generated from a ½ cent sales tax for the purposes of public transportation. Each fund is broken down into different percentages for different purposes and allocated in a variety of ways to cities and municipal transit operators.

Proposition A 40% Discretionary

Forty percent of Proposition A transit funds are allocated by Metro to the municipal operators on a formula basis through a Memorandum of Understanding (MOU). These funds are typically

used to meet fixed route operating expenses. If these funds are not expended in the year they are allocated, they can be carried over to the next year.

Proposition C 40% Discretionary

Forty percent of Proposition C revenue is used to improve and expand the current levels of rail and bus service in Los Angeles County. These funds are also allocated by Metro and include the following: Foothill Transit Mitigation, Transit Service Expansion, Bus Service Improvement Program, and the Municipal Operator Service Improvement Program. These funds are distributed by formula annually.

Proposition A & C Local Return

In addition to the portions of Proposition A and C allocated directly to transit operators, a portion of them is distributed directly to cities according to population so that public transit can be promoted. Torrance Transit and the City of Torrance use both Proposition A & C Local Return funds for capital and operating expenses related to transit and transportation related projects.

Measure R Funds

Measure R is a ½ cent sales tax for Los Angeles County designed to finance new transportation projects and programs. The measure was voted in November 2008 and became law in January 2009. The tax was effective July 2009 and is effective for 30 years. Measure R funds are used to subsidize bus operations and capital projects.

Transportation Development Act (TDA) Funds

There are two funding programs available through the Transportation Development Act (TDA) of 1971. The two programs are the Local Return Fund (LTF) and the State Transit Assistance (STA).

Local Return Fund (LTF)

The Local Return Fund funds are derived from a ¼ cent of the 7.25 cent retail sales tax collected statewide. These funds are allocated to each County according to population. Once the funds are received by the County they are allocated by formula and are available for both transit capital and operating expenses.

State Transit Assistance (STA)

State Transit Assistance Fund revenues are derived from the statewide sales tax on gasoline and diesel fuel. Funds are allocated to transit operators by formula and are generally available for operating expenses if the agency can pass the efficiency criteria calculation. Traditionally Torrance Transit has passed the efficiency criteria calculation and utilized the funds for operating expenses when necessary. The amount of STA funds available fluctuate from year to year based on state revenue projections.

Federal Transit Assistance (FTA) Funds

The Federal Transit Administration (FTA) makes available capital funds annually. These funds, Section 5307, are allocated by formula and are available for capital purposes. However, routine preventative maintenance costs can be “capitalized” and be paid with these funds. Torrance Transit

typically has done this historically. In recent years, Torrance Transit has also elected to use toll credits in place of its local match. This temporary exception has provided Torrance Transit with greater flexibility on its local match requirements.

2.3 Regulatory Requirements

Federal Transit Administration Triennial Review

Torrance Transit's most recent FTA Triennial Review was completed in July 2011. The Federal Transit Administration (FTA) has 24 areas for review to determine agency eligibility of Federal funds. The review was a success and Torrance Transit received minor findings in the following areas:

	Finding Area	Status of Finding
1	Title VI	Torrance Transit has updated and submitted the necessary items to FTA for review and approval.
2	Half Fare	Torrance Transit has updated and submitted the necessary items to FTA for review and approval.

State TDA Performance Audit

A Performance Audit is performed on a triennial basis ensuring compliance for usage of state funding. The Performance Audit would provide suggestions for improvement of the transit system. Torrance Transit was audited in 2010 and found to be fully compliant. Torrance Transit's upcoming TDA Performance Audit is scheduled in December 2012.

Annual Financial Audits

An annual financial audit is conducted for Torrance Transit by an independent auditor. This annual financial audit is a requirement for receipt of local, state, and federal funding.

Civil Rights Requirements

Torrance Transit System complies with EEO (Equal Employment Opportunities, DBE (Disadvantage Business Enterprise Program for contracts), and Title VI (non discrimination of riders for transit service) by meeting FTA regulation for those grant applicants with a service area population over 200,000. Reports for Title VI and EEO are submitted every three years and the DBE Program goals are now submitted triennially with reporting occurring semi-annually.

Americans with Disabilities Acts (ADA)

Torrance Transit is a voting member of Access Services, the countywide complementary ADA paratransit provider, who prepares and submits the annual Paratransit Plan Update on behalf of Torrance Transit. Torrance Transit's bus fleet is 100% ADA compliant with kneeling buses, lifts and ramps which provide access to persons with wheel chairs or other persons who have disabilities with limited mobility, such as seniors. Also, all MAX buses are 100% ADA compliant. Torrance Transit also permits that service animals board buses and continues to work to ensure all buses and bus stop equipment meet ADA requirements. All Torrance Transit bus operators and individuals who regularly encounter and/or service people with disabilities are provided training. In addition, bus operators are instructed to assist physically and verbally impaired individuals when boarding and alighting buses.

Finally, major bus stops and transfer points are announced both inside and outside of the bus for the benefit of individuals with visual impairments.

Alternative Fuel Fleet Requirements

Torrance Transit purchased ten (10) 40-foot gasoline-electric hybrid buses from New Flyer in 2010 as part of its first phase in its aggressive fleet modernization plan. In its second phase, Torrance Transit purchased twenty (20) 40-foot New Flyer CNG buses, eight (8) of which retired clean diesel buses and the remaining twelve (12) we for expansion service. Currently, this fall, Torrance Transit is receiving another order of nine (9) CNG buses, of which will retire nine (9) clean diesel buses. Torrance Transit plans to continue moving forward with the purchase of additional 40-foot CNG buses, with an ultimate goal of a 100% Alternative Fuel Fleet in 2015.

CHAPTER 3: ACCOMPLISHMENTS AND GOALS

3.1 Torrance Transit System's Accomplishments

Since its previous Short Range Transit Plan, Torrance Transit has achieved the following accomplishments:

- Launched the High Occupancy Toll (HOT) ExpressLanes Project in partnership with Los Angeles County Metropolitan Transportation Authority's (Metro) Regional Project involving I-110 and I-10 Freeways. Official Kick-Off was October 25, 2012.
- Launched the Line 3 Rapid in partnership with Los Angeles County Metropolitan Transportation Authority's (Metro) and the Bus Riders Union. Official Kick-Off was October 25, 2012.
- Implemented system wide changes to all routes as part of a realignment and restructuring process designed to improve on-time performance, simplification of Torrance Transit's network, access to important regional connections, and improve overall network productivity. Staff conducted extensive public outreach with final proposed changes approved by Council on October 2, 2012 and fully implemented November 18, 2012.
- Successfully applied and was awarded \$1,000,000 in Section 5307 Transit Enhancement 1% funds to improve bus stops, signage, street furniture, waste receptacles, etc.
- Established a Memorandum of Understanding with LACMTA for the Rapid Bus Program (\$7,900,000). Approved by Council on March 27, 2012.
- Established a Memorandum of Understanding with LACMTA for the Regional Bus Signal Priority (BSIP) Project (\$2,875,000). Approved by Council on March 27, 2012.
- Successfully applied for and received \$175,000 in Mobile Source Air Pollution Reduction Committee (MSRC) Clean Transportation funding to partially subsidize the cost of construction of the new on-site CNG fueling station.
- Partnered with the City Manager's Office to negotiate, draft and then process a Contract Agreement with Clean Energy for the installation and construction of a new Compressed Natural Gas fueling facility at the Transit Yard (for both Transit and General Services). Approved by Council on November 20, 2012.
- Partnered with the General Services Department identify and procure an Architect for the engineering, design and remodel of the Transit Operator Training Room and Admin Offices. Approved by Council on October 2, 2012.
- Competed for and awarded funding for the Phase II of the Facility Security Enhancement Project (Transit will switch from traditional keys to card readers). Funding will be awarded by the State of California Prop 1B Security Grant (through CalEMA). Funds pending Spring 2013 sale of Bonds.
- Established agency record for Fiscal Year (FY) Farebox Recovery in FY 2012.
- In partnership with the City of Redondo Beach, Torrance split a congressional earmark for the purchase of a Driving Simulator for our Bus Operators. Simulator will be part of the Regional Transit Center's (RTC) Hi-Tech Training Facility.

- Completed installation of the Universal Fare System (UFS) farebox replacement project on all Torrance Transit buses.
- Continue to expand social media outreach through Facebook and Twitter to improve upon information dissemination to customers.
- Developed an all-new Bus Book to improve schedule information
- Participated in the 2011 regional bus Roadeo event, which included Santa Monica's Big Blue Bus, Culver City Bus, Gardena Municipal Bus Lines, Montebello Bus Lines, and Torrance Transit.
- Released the Torrance Transit General Transit Feed Specification (GTFS) feed public for potential developers to create trip planning applications.
- Partnered with the City of Torrance Public Works Department to complete ADA bus stop upgrades at approximately 44 bus stops in the City of Torrance.
- Continued working with Metro and other transit agencies on the region-wide Transit Access Pass (TAP).

3.2 Torrance Transit System's Goals and Objectives

Business Plan Goals

In order to maximize efficiency and effectiveness to operation and overall delivery of service, Torrance Transit will strive to improve in the following areas of the seven Transit Performance Measures (TPM) service indicators:

- A 5% reduction to Operating Costs Per Vehicle Service Hour;
- A 2% increase to overall Farebox revenue, local subsidies, and auxiliary revenue as a proportion of operating cost;
- A 2% reduction to MTA subsidies per passenger;
- A 2% increase to Passengers per vehicle service hour; and
- A 2% increase to the Farebox recovery ratio as well as Farebox revenue per passenger.

Capital and Operating Goals and Objectives

Torrance Transit will continue to strive in meeting its mission statement of providing "reliable, safe, inexpensive, and courteous transportation to our customers – the people who live, work, and do business in the City of Torrance" by reaching the following goals and objectives for FY 2013-2015:

- Award contract for the implementation on the Torrance Transit Bus Signal Prioritization Project, and have the project completed in FY 2014.
- Continue to move forward on the Torrance Transit Park and Ride Terminal, with the next phase of design and ultimate construction with completion in 2014.
- Continue moving forward on the Fleet Modernization Plan with the planned completion date of FY 2015, and a 100% alternative fueled fleet.
 - Receive delivery of 9 New Flyer CNG buses in the fall of 2012 for the replacement of nine (9) diesel buses and place buses into service.

- Continue procurements of twenty four (24) additional CNG replacement buses during the FY 2013-2015 period.
- Award a contract for the procurement and installation of an Automated Vehicle Locator (AVL) System. Anticipated contract award in early 2013 with anticipated project completion in FY 2014.
- Complete Line-by-Line analysis to examine our recent service changes and to determine future opportunities for our system.
- With contract award complete, construct the on-site CNG fueling station.
- Continue to move forward on the Torrance Transit Marketing Plan as follows:
 - Complete initial beta test of new signage at test locations for feedback.
 - Procure and install new signage system wide that will include route information at individual stops, and improve customer interaction with the transit network. Complete procurement and installation by fall 2013.
 - Procure and install new bus stop amenities such as bus benches, trash receptacles, and bus shelters. Complete procurement and installation of benches and trash receptacles by fall 2013.
- Purchase a replacement bus washer and heavy duty vacuum cleaner to maintain the interior and appearance of the bus fleet.
- Purchase a fall restraint system to allow mechanics to safely work on the new vehicles with components located on the roofs.
- Torrance Transit will continue to move forward on the projects related to the Proposition 1B Bond funds as follows:
 - **Capital:** Funds from 1B Bond will be used to acquire replacement buses with alternative fuel and construction of alternative fuel facilities.
 - **Security:** Funds from 1B Bond will be used to enhance the security camera system for all buses as well as provide secure access to the facility.
 - **Regional Transit Center:** Capital funds from the 1B Bond will also be used to contribute to the development of a Regional Transit Center.
- In compliance with federal guidelines, Torrance Transit will use a portion of capital funds to defray the cost of maintaining the bus fleet.
- Continue to pursue transportation funding and grants from local, regional, and federal levels.
- Continue to closely monitor state and federal legislations, activities, and issues related to the transportation industry.
- Continue to coordinate and work with other local, regional, and national agencies and organizations to promote and advance public transportation.
- Work with state and federal legislators on transportation financing:
 - Work with the federal legislators and other local transit agencies on a robust multi-year transportation reauthorization bill.
 - Work with state legislators and other local transit agencies to protect dedicated transit funds.
- Continue to develop a world-class Apprentice Relief Bus Operator training program at Torrance Transit.

3.3 Service and System Evaluation

Torrance Transit's implementation of its service changes on November 18, 2012 were developed to improve the on-time performance of the system, simplify the network, and provide greater connections to the region. These service changes eliminated unproductive segments of the Torrance Transit network and realigned service to more productive local segments to improve overall performance. Due to the nature and magnitude of these changes, Torrance Transit obtained a consultant to conduct a Title VI Service and Fare Equity Analysis to ensure no disparate or disproportionate impacts were created for Title VI populations. Upon reviewing the proposed service changes, Lines 1, 2, 3, R3, 4, 5, 7, 9, and 10 were evaluated for potential Title VI impacts. The analysis concluded that the overall changes should result in an overall improvement in service quality and network reliability, benefitting all Torrance Transit passengers including Title VI populations. The analysis stated that the major service improvements are focused on routes that will benefit high concentrations of minority or low-income riders including Line 3 and Rapid 3 cumulative service levels, Line 9 service extensions, and Line 10 service area frequency improvements. The analysis concluded the proposed service changes should have no disparate or disproportionate impacts on minority or low-income populations, and is compliant with Title VI regulations. As a result of the new service implementation, Torrance Transit will continue to examine its on-time performance, boardings per mile, boardings per hour, farebox recovery, and other key performance indicators for each of its routes to help improve service. Additionally, Torrance Transit is moving aggressively forward with its Automatic Vehicle Locator (AVL) system procurement. This additional tool will greatly aid in Torrance Transit's ability to improve its operations for our customers.

3.4 Operations Plan

Overview

Torrance Transit will continue to evaluate the services it provides and ways in which service can be restructured to make it more efficient both from a cost perspective and also from a customer demand perspective. This will involve regional efforts with other transit providers in the region to help improve overall connectivity and service for the region. Torrance Transit will explore important regional hubs and transit generators to both improve its network structure and provide better access to customers. Additionally, Torrance Transit will conduct a Line-by-Line analysis to review its network to determine future transportation planning opportunities.

Changes to the Fare Structure of the Torrance Transit System

Torrance Transit has not undergone any fare changes since its last Short Range Transit Plan (SRTP). As part of the service changes Torrance Transit had a minor fare structure change with the launch of its new Line 4. Traditionally on service to downtown Los Angeles in the past, Torrance Transit had a base fare and zone fare structure, where the zone fare would only be paid if travelling to downtown Los Angeles. With the launch of the new Line 4, this was changed to a flat base fare where the local and zone fares would always be paid. Torrance Transit's Title VI analysis concluded that the change was compliant with Title VI based on alternatives available for riders.

Changes to the Fare Structure of the Municipal Area Express (MAX)

There were no fare changes for the MAX since the last submitted Short Range Transit Plan (SRTTP).

Bus Rapid Transit on the Torrance Line 3 Rapid

In conjunction with Metro's Long Range Transit Plan, Torrance Transit launched the Rapid 3 along much of the currently existing local Line 3 between the South Bay Galleria and Long Beach Transit Gallery. This Rapid Route from the South Bay Galleria to Downtown Long Beach represents the most heavily used service for Torrance Transit System (approximately 50% of the boardings). This service will provide a limited stop trip alternative for Line 3 riders. The Rapid 3 is part of the regional planning for rapid service throughout Los Angeles County. Metro has funded the purchase of eight (8) buses and two (2) years of operating funds. Torrance Transit will continue to review and evaluate the performance of this service.

Congestion Reduction Demonstration Project/ExpressLanes

The Los Angeles County Metropolitan Transportation Authority (Metro) and the United States Department of Transportation (USDOT) have entered into an agreement to convert high occupancy vehicle (HOV) lanes on Interstate 110 and Interstate 10 to high occupancy toll (HOT) lanes. As part of the November 18, 2012 service changes, Torrance Transit has launched the new Line 4 which provides four weekday peak trips to and from downtown Los Angeles. Metro has funded the purchase of four (4) buses and reimbursement of the operating expenses for up to 12 months of the demonstration period. Torrance Transit will continue to review and evaluate the performance of this service.

3.5 Capital Improvement Program

Torrance Transit Park and Ride Regional Terminal

The City of Torrance secured \$18.1 million dollars of Measure R funding and \$2.5 million in Prop 1B funding for the design and construction of the Torrance Transit Park and Ride Terminal (RTC). Torrance Transit has completed the initial 30% design documents as it moves forward with the design and construction of this facility. This facility will have significant regional impact by reducing traffic congestion, improving air quality and giving greater transportation options and connections. This facility will include: level boarding platforms for transit vehicles, state-of-the-art passenger information kiosks and maps, security post, monthly pass sales, fare vending machines, public restrooms, and many other amenities. In an effort to move toward an energy efficient facility, Torrance Transit and the City of Torrance will be seeking a LEED certification of Platinum. The South Bay Metro Green Line Extension is an important future component of the facility. The facility has been incorporated into the strategic planning for both Metro as well as the Southern California Association of Governments.

Automatic Vehicle Locator (AVL) System

Torrance Transit retained the assistance of a consultant to implement an Automatic Vehicle Locator (AVL) System. Torrance Transit is moving aggressively forward with this project to help aid in Torrance Transit's ability to improve operating efficiencies and better plan transit service in the network. This project is scheduled for completion in FY 2014. The AVL system will help Torrance Transit to better track its buses and help streamline and improve efficiency in the services it provides,

both from a financial perspective and a customer oriented perspective. Torrance Transit anticipates contract award in early 2013 with project completion in FY 2014.

Fleet Modernization Plan

In late FY 2010, Torrance Transit began a major project to *green* its entire fleet in multiple phases. The fleet is being converted over five years from clean diesel to alternatively fueled buses. To date, Torrance Transit has purchased ten (10) gasoline-electric hybrid 40-foot New Flyer buses and twenty (20) 40-foot compressed natural gas (CNG) buses. To continue with this aggressive plan, Torrance Transit recent began taking delivery of its nine (9) bus order of 40-foot New Flyer CNG buses. Over the coming years, Torrance Transit will fully phase out its clean diesel buses and have a 100% alternatively fueled fleet with a planned completion date of FY 2015.

Compressed Natural Gas Fueling Station

The Transit Department recently awarded a contract (Council approved on November 20, 2012) for the construction of an on-site private fueling station. To help fund this project Torrance Transit applied for and was awarded \$175,000 in MSRC Clean Transportation funding to help offset the costs. Torrance Transit anticipates project completion in CY 2013.

Maintenance Facility Improvements

Torrance Transit is making several upgrades made to the maintenance area of the Torrance Transit City Yard facility. These improvements include a CNG retrofit of the maintenance area, fall restraint system, hoist and other miscellaneous shop equipment. Torrance Transit needs to retrofit its current maintenance area for the new technologies and safety requirements included with the maintenance of CNG buses. The purchase of a fall restraint system will allow its mechanics and technicians to safely inspect and repair the new hybrid gasoline-electric and the CNG buses. Torrance Transit has also solicited a consultant for a general remodel of the Administration, Operations, and Fleet Divisions.

CHAPTER 4: SYSTEM INFORMATION TABLES

TABLE L-1
Current Fare Structure – FY 2013

<u>Fare Categories</u>	<u>Type of Service</u>				<u>Dial-a-Taxi</u>	<u>Senior Taxi</u>
	<u>Fixed Route (Local)</u>	<u>Fixed Route (Express)</u>	<u>Muni Area Express (MAX) - Local</u>	<u>Muni Area Express (MAX) - Express</u>		
<i>Cash/Token</i>						
Regular	\$1.00	\$2.00	\$1.75 (Line 3) \$2.25 (Line 2)	\$3.00 (Line 3X)	\$1.00	\$5.00/\$3.00/\$1.00 (Based on household income)
Token	\$1.00	\$2.00	N/A	N/A	N/A	N/A
Senior	\$0.25	\$0.75	\$1.50	\$1.50	N/A	N/A
Disabled/Medicare	\$0.25	\$0.75	\$1.50	\$1.50	N/A	N/A
Student	\$0.50	\$1.00	N/A	N/A	N/A	N/A
College	\$0.50	\$1.00	N/A	N/A	N/A	N/A
<i>Cash Transfers</i>						
Regular within System	\$0.40	\$0.40	\$0.25	\$0.25	N/A	N/A
Regular to other System	\$0.40	\$0.40	\$0.25	\$0.25	N/A	N/A
Senior	\$0.40	\$0.40	\$0.25	\$0.25	N/A	N/A
Disabled/Medicare	\$0.40	\$0.40	\$0.25	\$0.25	N/A	N/A
<i>Multi-use Cards (specify number of uses)</i>						
Regular	N/A	N/A	10-ticket booklets; Line 3: \$17.50, Line 2: \$22.50	10-ticket booklets; Line 3X: \$30.00	N/A	N/A
Senior	N/A	N/A	N/A	N/A	N/A	N/A
Disabled/Medicare	N/A	N/A	N/A	N/A	N/A	N/A
<i>Passes</i>						
Regular	\$35.00	\$65.00	\$58.00 (Line 3) \$62.00 (Line 2)	\$72.00 (Line 3X)	N/A	N/A
Senior	N/A	N/A	N/A	N/A	N/A	N/A
Disabled	N/A	N/A	N/A	N/A	N/A	N/A
Student	\$30.00	N/A	N/A	N/A	N/A	N/A
College	\$30.00	N/A	N/A	N/A	N/A	N/A
<i>EZ Passes *</i>						
Regular	\$84.00	\$106.00	N/A	N/A	N/A	N/A
Senior	\$35.00	\$44.50	N/A	N/A	N/A	N/A
Disabled	\$35.00	\$44.50	N/A	N/A	N/A	N/A
Student	N/A	N/A	N/A	N/A	N/A	N/A
College	N/A	N/A	N/A	N/A	N/A	N/A
Not Listed above (please describe)						

* Accepted on MAX

TABLE L-2
Fleet Inventory as of June 30, 2012

Year Built	Manuf.	Model	Seats	Length	Type of Fuel	Total Vehicles	Vehicles used for:		Non-ADA Vehicles in Active Service	ADA Vehicles in Active Service	Vehicles w/ major Rehab
							Fixed Route Service	Demand Responsive Service			
1992*	GIL	Phantom	48	40'	D	12	12			9	
1996	GIL	Phantom	43	40'	D	2	2			0	
1997*	GIL	Phantom	43	40'	D	5	5			3	
2000	GIL	Low Floor	38	40'	D	8	8			8	
2001	Orion	Hybridrive	31	40'	D/E	1	1			0	
2002	GIL	Low Floor	38	40'	D	11	11			11	
2002**	El Dorado	Transmark	26	32'6"	D	14	14			12	
2010	NFA	Hydrive	38	41	G/E	10	10			10	
2011	NFA	CNGLFR	38	40	CNG	12	12			12	
Total Number of Vehicles:						75	75			65	

* Portion of these vehicles in Contingency Fleet

** MAX Buses

ADA vehicles are those equipped with a 42" wheelchair or a low floor bus with a ramp

TABLE L-3
Historical & Projected Fleet Characteristics

	FIXED ROUTE		
	FY 2011 Audited	FY 2012 Estimated	FY 2013 Planned
Peak-Hour Fleet	56	54	53
Spares For Maint.	9	11	10
Spare Ratio*	16%	20%	19%
Emergency Contingency Reserve	5	7	7
Inactive Fleet	1	3	2
Total Vehicles	71	75	72
New Expansion Vehicles		4	8
New Replacement Vehicles		8	9

	DEMAND RESPONSIVE SERVICE **		
	FY 2010 Audited	FY 2011 Estimated	FY 2012 Planned
Peak-Hour Fleet			
Spares For Maint.			
Spare Ratio*	-	-	-
Emergency Contingency Reserve	-	-	-
Inactive Fleet	-	-	-
Total Vehicles	0	0	0
New Expansion Vehicles			
New Replacement Vehicles			

	SYSTEM TOTAL		
	FY 2010 Audited	FY 2011 Estimated	FY 2012 Planned
Peak-Hour Fleet	56	54	53
Spares For Maint.	9	11	10
Spare Ratio*	16%	20%	19%
Emergency Contingency Reserve	5	7	7
Inactive Fleet	1	3	2
Total Vehicles	71	75	72
New Expansion Vehicles		4	8
New Replacement Vehicles		8	9

*Spare Ratio = Spares for Maint/Peak-Hour Fleet

** - Demand Responsive Services is an all taxi service with vehicles not owned by TTS.

TABLE L-4(A)

Historical & Projected Financial Status

SOURCE OF CAPITAL FUNDS:	2011 Audited	2012 Estimated	2013 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5309 (Sec. 3)		-	
CMAQ			
FTA Sec. 5307 (Sec. 9)	276.9	10,170.9	6,304.5
Other Federal (Assume 80/20 match) (Specify source)			
STATE CAPITAL GRANTS AND SUBVENTIONS			
TDA (ART 4) current from unallocated			
TDA from prior years reserves		136.2	
TDA (ART 8)			
STA current from unallocated - N/A			
STA from prior years reserve		100.1	
Other State (Specify)			
Prop. 1B Bond			
LOCAL CAPITAL GRANTS			
System Generated			
Prop. 1B Security	2.5	163.5	
Prop. 1B PTMISEA		456.2	
Prop. A Discretionary from reserves		580.1	264.0
Prop. C Discretionary			
Prop. C Local Return			
Prop. C Other (MOSIP)	55.1	637.9	1,246.3
Other Local			
TOTAL CAPITAL REVENUE	334.5	12,244.9	7,814.8

TABLE L-4(B)**Historical & Projected Financial Status****SOURCE OF OPERATING FUNDS:**

2011	2012	2013
Audited	Estimated	Planned

FEDERAL CASH GRANTS AND REIMBURSEMENTS

FTA Sec. 5307 (Sec. 9) Operating	1,800.0	2,250.0	1,800.0
CMAQ (Operating)			

STATE CASH GRANTS AND REIMBURSEMENTS

TDA Current from unallocated	3,761.3	4,614.9	4,932.2
STA Current from unallocated	-	-	
Other State (Local match for preventive maintenance)	450.0	-	450.0
TDA Carryover - Prior Year	-		
State Transit Assistance Fund	1,009.4	878.5	585.0

*For FY2012, using toll credits as local match.

LOCAL CASH GRANTS AND REIMBURSEMENTS

Passenger Fares	3,404.5	3,470.3	3,696.5
Rapid Bus	-	-	750.0
Express Lane	-	-	800.0
Auxiliary Transportation Revenues	149.7	159.5	150.8
Non-transportation Revenues	143.3	173.5	83.5
Prop. A 40% Discretionary	3,362.0	3,574.1	3,683.7
Prop. A 25% Local Return	2,016.7	2,187.8	2,143.1
Federal Grants	-	198.7	-
BSIP	209.8	213.9	218.5
TSE	705.6	719.5	735.0
Base	632.0	644.5	658.3
MOSIP	554.7	14.6	630.6
Prop. C 5% Security	159.4	145.2	184.5
Prop C Local	104.0	233.0	1,254.0
Prop A Exchanges	1,250.0	600.0	100.0
Foothill Transit Zone Mitigation	121.2	154.5	149.4
Measure R	1,758.2	2,105.1	2,002.9
Prop 1B-Capital Bridge	652.5	-	161.7
Prop 1B-Security	-	2.5	-
Prop 1B- PTMISEA	-	0.8	-
Other Local (Contributions from City)	674.7	489.8	-
TOTAL OPERATING REVENUES	22,919.0	22,830.7	25,169.7
TOTAL OPERATING EXPENSES	23,212.8	24,780.0	28,856.4

TABLE L-5

FY 2011 TPM-ACTUAL

Fiscal Year : 2011

Agency Name: Torrance Transit

Status: Audited

Annual Totals	FAP Funded				Other MTA Funded						Total MTA Funded	Senior Taxi Other Codes ?	System Total
	Local	Express	Dial-A-Ride ¹	FAP Sub-total	Measure R 20%	TSE MAX	TSE Line 6	Base Restructuring	BSIP	MOSIP Cap - 78%, Op - 22%			
Total Vehicle Miles	1,304.5	416.8	135.4	1,856.7	-	350.3	75.0	150	15	22.2	2,470	250.7	2,720
Vehicle Service Miles	1,258.2	409.7	135.4	1,803.3	-	132.9	72.5	147	15	21.9	2,192	250.7	2,443
Total Vehicle Hours	106.3	32.3	7.6	146.2	-	16.2	8.3	11	1	3.8	187	12.0	199
Vehicle Service Hours	100.6	31.0	7.6	139.2	-	7.5	9.0	12	1	4.4	173	12.0	185
Unlinked Passengers	2,498.4	635.0	34.8	3,168.2	-	84.4	81.1	244	35	1.1	3,614	49.6	3,664
Linked Passengers	2,445.6	620.2	34.8	3,100.6	-	79.1	78.1	232	32	1.0	3,523	49.6	3,573
Passenger Revenue	2,194.2	666.5	82.2	2,942.9	-	159.0	130.7	29	25	0.6	3,287	117.1	3,405
Aux. Rev./Local Subs.	10,747.3	3,029.5	258.0	14,034.8	-	990.5	922.4	1,346	138	1.3	17,433	622.0	18,055
Op. Cost Less Depr.	11,878.4	3,643.6	492.2	16,014.2	-	1,271.5	964.0	1,440	154	210.4	20,053	789.1	20,842
Full Time Equip Employees	103.8	34.8	5.0	143.6	-	10.5	9.4	15.2	1.8	1.2	182	11	192.7
Active Vehicles	34.7	11.3	11.6	58	-	12.0	1.5	3.5	0	0	74.6	24.4	99
Peak Vehicles	29.4	9.9	11.6	51	-	12.0	2.1	3.5	0	0	68.5	24.4	93
DAR Seat Capacity	1,413.6	437.8	46.4	1,898	-	312.0	100.0	166.7	0	0	2,476.5	97.6	2,574
Base Fare	\$0.50/\$1.00	\$ 0.75	\$ 1.00			\$1.25/\$1.50		\$ 0.50	\$ 0.50				
Effective Date	Jan 1, 2009												

¹ Included Dial-A-Ride only includes operations that historically have been included in the FAP calculations.

* Dedicated Funding includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.

* Spcis includes Subscription, Contract, Special Events service.

* Sr Taxi includes dedicated taxi program for senior citizen residents.

* Torrance Transit raised its Base Fare from \$0.50 to \$1.00 on January 5, 2009.

EZ Transit Pass

Agency	Boardings	Revenue
Torrance Transit	248,715	\$ 180,238.72
MAX	14,192	\$ 23,416.80

TABLE L-6**FY 2007-2009 Performance Audit**

PERFORMANCE AUDIT RECOMMENDED ACTIONS	OPERATOR PROGRESS TO DATE
No Performance Recommendations	No Actions required

TABLE L-7
Capital Project Summary

FY 2013 Project Name	Funding Source Federal	State/ Local*	Total Project Cost
Purchase of Eight (8) Forty Foot Buses (24% Local Match)	\$3,319,680	\$1,048,320	\$4,368,000
Preventive Maintenance (20% Local Match)	\$1,800,000	\$450,000	\$2,250,000
Transit Enhancements (20% Local Match)	\$957,447	\$239,362	\$1,196,809
TOTAL	\$6,077,127	\$1,737,682	\$7,814,809

* - For FY 2013 Torrance Transit, with Caltrans approval, will be utilizing toll credits as local match.

FY 2014 Project Name	Funding Source Federal	State/ Local	Total Project Cost
Bus Tires	\$120,000	\$30,000	\$150,000
Transit Enhancements	\$48,000	\$12,000	\$60,000
Computer Hardware/Software Replacement	\$50,000	\$10,000	\$60,000
Preventive Maintenance	\$1,800,000	\$450,000	\$2,250,000
Purchase of Six (6) Forty Foot Buses (21% Local Match)	\$2,607,000	\$693,000	\$3,300,000
TOTAL	\$4,785,000	\$1,235,000	\$6,020,000

FY 2015 Project Name	Funding Source Federal	State/ Local	Total Project Cost
Purchase of Four (4) Forty Foot CNG Buses (21% Local match)	\$1,740,000	\$462,531	\$2,202,531
Preventive Maintenance	\$1,800,000	\$450,000	\$2,250,000
TOTAL	\$3,540,000	\$3,363,900	\$4,452,531

CHAPTER 5: APPENDIX

Transportation Improvement Program (TIP)

VIEW PROJECTS		41 PROJECTS LISTED					EXPORT TO EXCEL
<u>PROJECT ID</u>	<u>FTIP</u>	<u>FTIP STATUS</u>	<u>PROJECT TITLE</u>	<u>STATUS</u>	<u>SYSTEM</u>	<u>ROUTE IMPLEMENTING AGENCY</u>	<u>TOTAL(2014-2018)</u>
<u>LAF3312</u>	13-00	SCAG PENDING	CITY OF TORRANCE ITS & TRAFFIC IMPROVEMENTS. IMPLEMENT ITS COMPONENTS AT LOCATIONS NOT COVERED BY '95 METRO CFP SOUTH BAY SIGNAL SYNCH PROJECT, TO PROVIDE EFFECTIVE CITYWIDE AND MULTI-JURISDICTIONAL TRAFFIC MANAGEMENT. *CRENSHAW BLVD BETWEEN PCH AND THE	PROGRAMME D	LOCAL HWY	TORRANCE, CITY OF	\$1,364
<u>LAF3624</u>	13-00	SCAG PENDING	DOWNTOWN TORRANCE PEDESTRIAN IMPROVEMENT PROJECT. INCREASE CONNECTIVITY, IMPROVE PEDESTRIAN SAFETY, REDUCE AUTOMOBILE DEPENDENCY, AND STIMULATE ECONOMIC DEVELOPMENT IN DOWNTOWN TORRANCE.. THE PROJECT AREA IS BOUND BY TORRANCE BOULEVARD TO THE NORTH, CARS	PROGRAMME D	LOCAL HWY	TORRANCE, CITY OF	\$1,118
<u>LA0G724</u>	13-00	SCAG PENDING	INTERSECTION IMPROVEMENTS TO ADD NORTHBOUND, EASTBOUND AND WESTBOUND DEDICATED RIGHT TURN-LANES; ADD SECOND EASTBOUND LEFT-TURN LANE; AND TRAFFIC SIGNAL UPGRADES THROUGH WIDENING AND RECHANNELIZATION.	PROGRAMME D	LOCAL HWY	TORRANCE, CITY OF	\$18,300
<u>LAE2157</u>	13-01	SCAG PENDING	CRENSHAW BLVD REHABILITATION. BETWEEN 182ND ST & 190TH	PROGRAMME D	LOCAL HWY	TORRANCE, CITY OF	\$0
<u>LAE2843</u>	13-00	SCAG PENDING	CRENSHAW BLVD REHABILITATION, MARICOPA ST TO SEPULVEDA BLVD, CITY OF TORRANCE	COMPLETED	LOCAL HWY	TORRANCE, CITY OF	\$0
<u>LA0G708</u>	13-00	SCAG PENDING	ON MAPLE AVENUE, ADD A DESIGNATED SOUTHBOUND RIGHT-TURN LANE AT THE INTERSECTION WITH SEPULVEDA BLVD.	PROGRAMME D	LOCAL HWY	TORRANCE, CITY OF	\$0

<u>LSTMP190</u>	13-00	SCAG PENDING	(MEASURE R PROJECT N47) LA11G1 - TORRANCE BLVD REHABILITATION (SARTORI AVE TO WEST CITY LIMIT): PAVEMENT REHABILITATION/REPAI R	COMPLETED	LOCAL HWY	TORRANCE, CITY OF	\$0
<u>LA000389</u>	13-00	SCAG PENDING	DEL AMO BLVD FROM MADRONA AVE TO CRENSHAW BLVD CONSTRUCT 0 TO 4 LANES NEW GRADE SEPARATION (CFP 6361, 4314; PPNO 2371).	PROGRAMME D	LOCAL HWY	TORRANCE, CITY OF	\$0
<u>LA0G722</u>	13-00	SCAG PENDING	MAINTENANCE FACILITY RETROFIT - FOR CNG BUSES. THIS PROJECT WILL USE \$187 OF TOLL CREDITS TO MATCH THE 5307 FEDERAL FUNDS IN THE CON PHASE.	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G060</u>	13-00	SCAG PENDING	SOFTWARE/HARDWARE REPLACEMENT & UPGRADE OF AUTOMATIC VEHICLE LOCATOR (AVL).	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LAF3438</u>	13-00	SCAG PENDING	TORRANCE TRANSIT SYSTEM FLEET MODERNIZATION PROJECT PHASE 3. REPLACE SIX (6) DIESEL BUSES WITH HYBRID GASOLINE ELECTRIC BUSES.	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$338
<u>LAES133</u>	13-00	SCAG PENDING	PURCHASE OF EIGHT (8) HYBRID GASOLINE- ELECTRIC 40' BUSES TO REPLACE EXISTING DIESEL BUSES WHO HAVE ACHIEVED OR EXCEEDED TWELVE (12) YEARS/500,000+ MILES.	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G216</u>	13-00	SCAG PENDING	COMPUTER HARDWARE AND SOFTWARE UPGRADE	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G210</u>	13-00	SCAG PENDING	PURCHASE AND REPLACEMENT OF MAINTENANCE EQUIPMENT: FORK LIFT AND BUS TRACTOR	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G195</u>	13-00	SCAG PENDING	REMODEL TRAINING ROOM AND MAINTENANCE AREA	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G193</u>	13-00	SCAG PENDING	PURCHASE AND REPLACEMENT OF BRAKE LATHE.	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G145</u>	13-00	SCAG PENDING	LACRD - 4 EXPANSION BUSES FOR THE I-110 HARBOR TRANSITWAY HOT LANE(TORRANCE TRANSIT). (RTP# 1TR204)	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G027</u>	13-00	SCAG PENDING	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT (BUS WASHER AND HEAVY DUTY VACUUM)	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA01B112</u>	13-00	SCAG PENDING	BUS SUPPORT EQUIPMENT (ENGINES AND TRANSMISSIONS)	PROGRAMME D	TRANSIT	TORRANCE, CITY OF	\$0

	00	PENDING	SUPPORT EQUIPMENT - FAREBOXES FOR THE UNIVERSAL FARE SYSTEM				
<u>LA01B114</u>	13- 00	SCAG PENDING	BUS REHABILITATION - TWO (2) 40' BUSES (FY03) - DIESEL FUEL. BUS REHAB. -- ELEVEN (11) 40' BUSES - DIESEL FUEL (FY04) BUS REHAB. --TEN (10) 40' BUSES--DIESEL FUEL (FY05)	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D116</u>	13- 00	SCAG PENDING	REPLACEMENT OF HVAC SYSTEM AT TORRANCE TRANSIT FACILITY	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G867</u>	13- 01	SCAG PENDING	BUS OPERATOR/DRIVER PROGRAMME SIMULATOR TRAINING EQUIPMENT		D	TORRANCE, CITY OF	\$0
<u>LA01B111</u>	13- 50	SUBMITTED	BUS SYSTEM - PREVENTIVE MAINTENANCE. THIS PROJECT WILL USE \$450K OF TOLL CREDITS TO MATCH THE 5307 FEDERAL FUNDS IN THE CON PHASE.	IN PROGRESS	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D454</u>	13- 00	SCAG PENDING	REHAB TRANSIT ADMINISTRATIVE AND OPERATIONS OFFICES	PROGRAMME	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D455</u>	13- 00	SCAG PENDING	REPLACE RELIEF AND SUPERVISOR VEHICLES	PROGRAMME	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G200</u>	13- 00	SCAG PENDING	WHEELCHAIR STRAPS FOR BUS FLEET	PROGRAMME	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D380</u>	13- 00	SCAG PENDING	HARDWARE AND SOFTWARE UPGRADE- FUEL DISPENSING/MONITORING	PROGRAMME	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G615</u>	13- 00	SCAG PENDING	TORRANCE TRANSIT SYSTEM BUS RAPID PROJECT (REDONDO BEACH TO LONG BEACH) - FOR THE ACQUISITIONS OF EIGHT (8) EXPANSION BUSES (\$6,400,000), AND INCLUDES TWO (2) YEARS OF OPERATING ASSISTANCE TO OPERATE THE NEW RAPID SERVICE (\$1,500,000).	PROGRAMME	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G148</u>	13- 00	SCAG PENDING	LACRD - I-110 HOT LANE OPERATIONS - NEW TRANSIT SERVICES. (RTP# 1TR204)	PROGRAMME	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D11</u>	13- 50	SUBMITTED	TRANSIT - ENHANCEMENTS (STREET FURNITURE)	IN PROGRESS	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA01B116</u>	13- 00	SCAG PENDING	BUS SUPPORT EQUIPMENT - AIR COMPRESSOR, BRAKE LATHE, CNG DIAGNOSTIC HARDWARE & SOFTWARE EQUIPMENT AND FALL RESTRAINT SYSTEM. THIS PROJECT	PROGRAMME	TRANSIT	TORRANCE, CITY OF	\$0

WILL USE \$270 OF TOLL
CREDITS TO MATCH
THE 5307 FEDERAL
FUNDS IN THE CON
PHASE, IN FY12.

TOTAL

\$32,868

CONTACT [METRO](#)

0.32s

EMAIL PROGRAMMETROHELP@ECOINTERACTIVE.COM

NTD Form A-30 Revenue Vehicle Inventory

NTD Internet Reporting

NTD ID: 9070 Agency Name: Torrance Transit System Report: FY 2012 Original Submission: 10/22/12

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Form Name: Revenue Vehicle Inventory (A-30) Model: MB Services: DO Close Form

a	b	c	d	e	f	g	h	i	j	k	m	n	o	p	q	r	s	t	u	
Line #	Number of Licenses	Declared Fee	Vehicle Type Code	Category Code	Rating Source	Year of Acquisition	Year of Reg. G	Manufacturer Code	Job Number	Number of Licenses	Number of Licenses	Number of Licenses	Rate Type Code	Rate	Rate	Total Value	Number of Licenses	Number of Licenses	Number of Licenses	
2843	2		07.BU	5.OOPA	1.UA	1996		GIL	PHANTOM	2	2	0	04.DF	40	43	19	62,695	571,642	Select	<input type="checkbox"/>
2844	8		07.BU	5.OOPA	1.UA	2000		GIL	LOW FLOOR	8	8	0	04.DF	40	38	19	398,625	538,603	Select	<input type="checkbox"/>
2845	5		07.BU	5.OOPA	1.UA	1997		GIL	PHANTOM	3	3	2	04.DF	40	43	19	200,013	610,416	Select	<input type="checkbox"/>
2846	13		07.BU	5.OOPA	1.UA	1992		GIL	PHANTOM	10	10	3	04.DF	40	48	19	452,598	732,958	Select	<input type="checkbox"/>
2848	1		07.BU	5.OOPA	1.UA	2001		OBI	HYBRIDRIVE	0	0	0	05.DU	40	31	15	0	0	Select	<input type="checkbox"/>
2850	11		07.BU	5.OOPA	1.UA	2002		GIL	LOW FLOOR	11	11	0	04.DF	40	38	46	504,227	457,473	Select	<input type="checkbox"/>
38794	10		07.BU	5.OOPA	1.UA	2010		NFA	HYDRIVE	10	10	0	09.GA	41	38	15	320,486	72,709	Select	<input type="checkbox"/>
45220	20		07.BU	5.OOPA	1.UA	2011	2011	NFA	CNGLFR	20	20	0	03.CN	40	38	15	169,563	8,478	Select	<input type="checkbox"/>
	70									64	64	5					2,098,207			

Add Vehicle Fleet

Lines 1 - 8 of 8

Close Print

