

Council Meeting  
October 23, 2007

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

Members of the City Council:

**SUBJECT: Approve the Submission of the Fiscal Year 2008-2010 Short Range Transit Plan.**

### **RECOMMENDATION**

The Transit Director recommends that Council approve the Fiscal Year (FY) 2008-2010 Short Range Transit Plan (SRTP) for submission to the Los Angeles County Metropolitan Transportation Authority (Metro).

### **FUNDING**

Not applicable.

### **BACKGROUND**

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.

### **ANALYSIS**

The SRTP is divided into two sections: Transit System Profile and Services, and System Information Tables. The Transit System Profile discusses the current and planned transit services and capital projects. The SRTP contains a three-year projection of capital expenses and a two-year projection of operating expenses.

The System Information Tables highlight our current fare structure, fleet inventory and characteristics for our fixed-route and demand response programs – Torrance Transit System and Torrance Community Transit Program, respectively. The tables include capital project summaries for FY 2007-08 through FY 2009-10.

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,

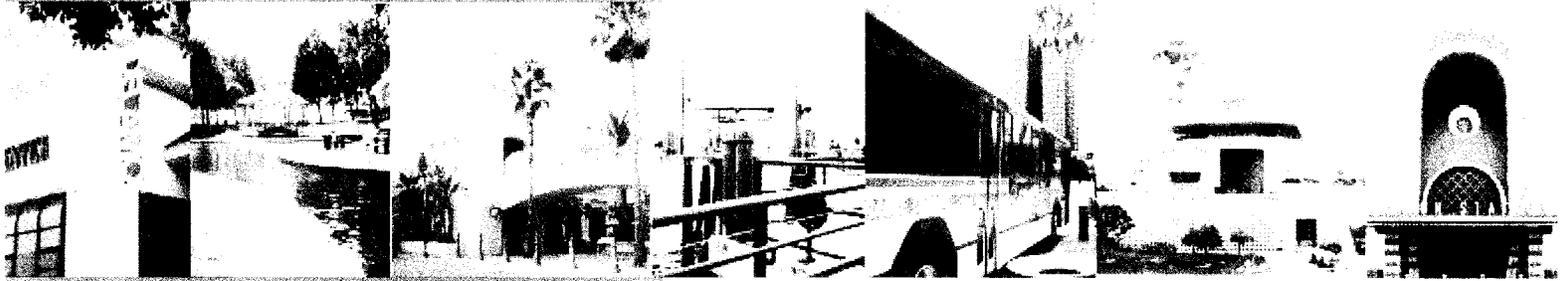
  
\_\_\_\_\_  
Kim Turner  
Transit Director

CONCUR:

  
\_\_\_\_\_  
LeRoy J. Jackson  
City Manager

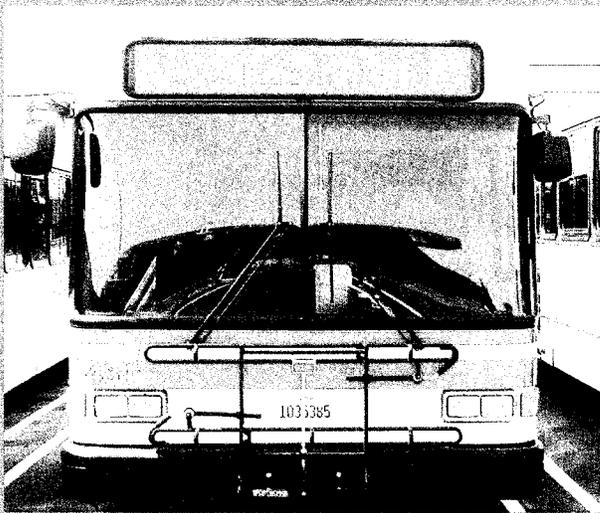
Attachment:

A) FY 2008-2010 Short Range Transit Plan



# TORRANCE TRANSIT SYSTEM

## Short Range Transit Plan FY 2008-2010

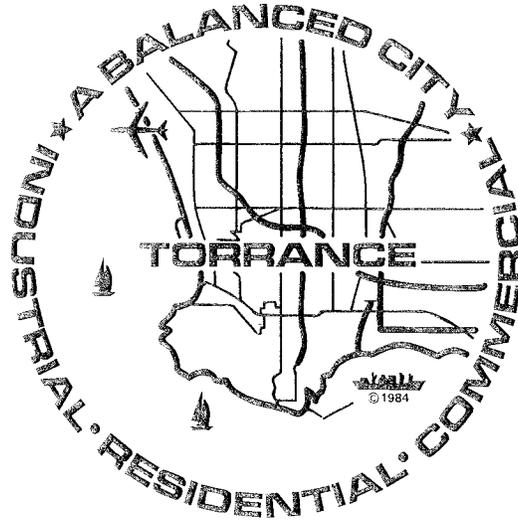


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October 2007

City of Torrance, California

*The mission of the Torrance Transit System is to provide reliable, safe, inexpensive, and courteous transportation to our customers -- the people who live, work, and do business in the City of Torrance.*



**CITY COUNCIL**  
 Frank Scotto, Mayor

Gene Barnett

Paul Nowatka

Tom Brewer

Bill Sutherland

Gene Drevno

Hope Witkowsky

**CITY CLERK**  
 Sue Herbers

**CITY TREASURER**  
 Linda M. Barnett

**CITY MANAGER**  
 LeRoy J. Jackson

**TRANSIT DIRECTOR**  
 Kim Turner

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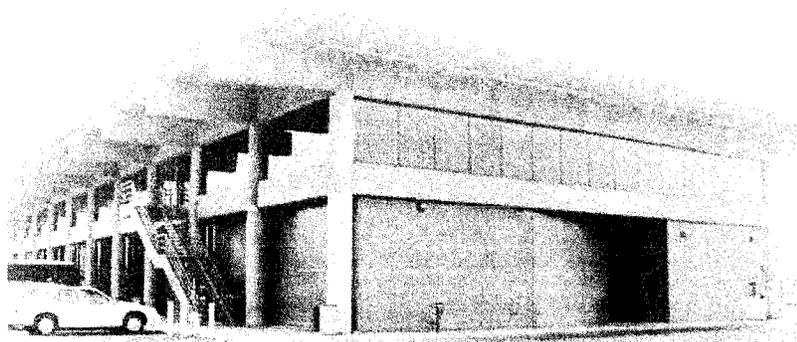


## Section 1. TRANSIT SYSTEM PROFILE AND SERVICES

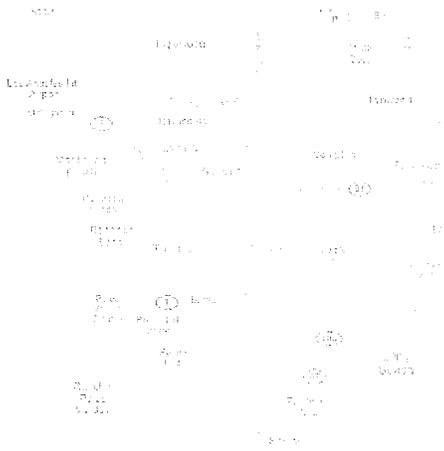
## INTRODUCTION - Historic Profile

Torrance has the largest residential population of any city in the South Bay area and also serves as the center for most of the region's commercial and industrial activity. Since the daytime working population of the city is approximately twice its residential population, most travel patterns in the area focus on Torrance. Within the city, Torrance Transit operates a grid system of routes that run along the major traffic corridors while also providing quality accessibility to all major transit generators in the area.

Transit staff moved into the Torrance Transit Facility in the summer of 1986. The 32,000 square foot facility, which houses a maintenance garage and a second floor operations and administrative office complex, is located on the southern portion of the City Services Yard. The transit garage and surrounding yard were built to accommodate 60 buses.



The Torrance Transit System provides fixed-route, commuter service, primarily in the South Bay area of Los Angeles County. The fixed-routes link Torrance and the South Bay area with downtown Los Angeles, downtown Long Beach, the El Segundo employment center, and Los Angeles International Airport.



According to the January 2006 line by line analysis, approximately 23% of Torrance Transit System's passengers begin and end their trip within the City of Torrance. Another 29% have one trip end within the City. The remaining 48% of the passengers begin and end their trip outside the city of Torrance. Many Torrance residents use the system to travel outside the City to connect with other regional transit systems within the South Bay and other Los Angeles County destinations. Conversely, many passengers residing outside of Torrance also rely upon Torrance

Transit System routes to access jobs and shopping within the City. The majority of our passenger trip purposes are work (55%) followed by school/college trips (15%), personal and social trips (10%), multiple and other purposes (10%),

shopping (5%), and medical (5%). Weekday ridership has increased by 11.4% from 2003 to 2005.

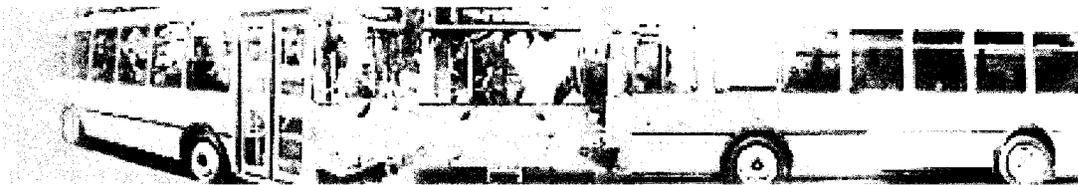
### Fixed Route



The fixed-route system has operated continuously since 1940, having grown to eight routes operating with 44 peak-period buses. These routes serve the city of Torrance and the surrounding South Bay area of Los Angeles County, which includes the cities of Redondo Beach, Carson, Gardena, El Segundo, Lomita,

and both the Wilmington and Harbor City areas of the City of Los Angeles. Scattered unincorporated areas under the jurisdiction of Los Angeles County are also served.

### Commuter Service – Municipal Area Express (MAX)



Since 1990, the Torrance Transit System in cooperation with the cities of El Segundo, Lawndale, Lomita, Los Angeles, Rancho Palos Verdes, and Los Angeles County, has acted as the lead agency for the Municipal Area Express (MAX) program. MAX is a commuter service specifically designed to address the commuting needs of South Bay residents who work in the El Segundo employment center. MAX offers two fixed routes as well as an express route throughout the South Bay and operates during the morning and afternoon peak commuting hours.

## Torrance Community Transit Program (TCTP)

### Torrance Community Transit Program



#### *Senior Taxi*

In October 2003, Torrance consolidated its Senior Taxi and Dial-A-Taxi Services under one umbrella program, the Torrance Community Transit Program (TCTP). The senior service, previously known as Senior Ride, began in 1989. The Dial-A-Taxi Service replaced the former Torrance Dial-A-Lift, a fleet of six wheelchair lift-equipped minibuses, which began service in 1978. The current all-taxi service format provides greater flexibility and independence in meeting the transit needs of the City's senior and disabled residents. The Senior Taxi Service serves seniors, age 65 and older, who are residents of Torrance. The Dial-A-Taxi Service serves disabled residents of the cities of Torrance and Lomita.

#### *Dial-A-Taxi*

The City contracts with three local taxi cab cooperatives to provide this round-the-clock service. As of July 1, 2005, the service area is limited only by the taxi companies' operational areas. Riders use pre-paid tickets for the service which have a value up to \$13, taxi fare dollars. Should the fare be greater, the rider has the option of using another ticket or paying the balance him/herself.

## DESCRIPTION OF SERVICES

### Fixed Route

Torrance Transit System provides its customers with excellent connections to other transit providers within the City and along individual routes.



Torrance Transit System provides weekday service on eight fixed-routes.

Five of those routes provide regional connections to:

- Long Beach (Route 3),
- Los Angeles (Routes 1 and 2),
- Metro Blue Line Artesia Station (Route 6), and
- Los Angeles International Airport (Route 8).

Service is provided Monday through Saturday, between the hours of approximately 4:45 am and 11:10 pm. Sunday service consists of three lines (Routes 1, 3 and 8) operating from 5:20 am to 9:10 pm. Daily hours of service vary somewhat between lines. Currently, headways (frequency of service) range from 15 to 60 minutes during all service hours on all routes.

### Commuter Service – Municipal Area Express (MAX)



The Municipal Area Express (MAX) operates Monday through Friday during peak morning and afternoon hours. It does not run on weekends and major holidays. Line 2 runs from the Palos Verdes Peninsula to El Segundo from 6:10 am-8:27 am and 4:00 pm-6:46 pm. Line 3 runs from San Pedro to El Segundo from 5:20 am-7:52 am and 3:30 pm-6:29 pm. Line 3X is a Freeway Express route which runs from San Pedro to El Segundo from 6:00 am-7:59 am and 3:40 pm-6:10 pm. Tickets for MAX are purchased from the patron's company's Employee Transportation Coordinator or from the West Annex Transit Store located at Torrance City Hall.



### Torrance Community Transit Program (TCTP) Senior and Disabled Services

The Senior Taxi and Dial-A-Taxi Services are available 24 hours a day, seven days a week operating with 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 (16) 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 sixteen (16) tickets per month at \$1.00 each regardless of income. Requests for additional tickets, for medical purposes only may be made, but may not exceed more than a total of thirty-two (32) in a month. Patrons may participant in only one of the services. Effective January 1, 2004, 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.

## NEW PROGRAMS AND/OR SERVICE CHANGES SINCE LAST SHORT RANGE TRANSIT PLAN

### Senior Ambassador Program



Beginning of July 2007, Torrance staff implemented the Torrance Transit Senior Ambassador program. Staff trained senior volunteers to be transit information ambassadors to assist other seniors in overcoming barriers and accessing public transportation.

Senior volunteers were recruited based on interest and use of public transit. Transit staff conducted training sessions with the volunteers on schedule navigation, bus riding rules, fares and safety. After the training was completed, transit staff and senior ambassadors invited seniors to come and experience a free transit ride. During the trip, the ambassadors highlighted the use of fares, bus rules, safety features and the ease of use. These ambassadors will be providing information at all senior centers as well as offering to provide ride-a-longs with seniors interested in trying public transit.



## TORRANCE TRANSIT SYSTEM'S GOALS AND OBJECTIVES

- 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 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;
  - A 2% increase to the Farebox recovery ration as well as Farebox revenue per passenger; and
  - A 2% decrease to Vehicle service hours per peak vehicle.
  
- The goal of our Marketing Plan is to enhance community awareness of the services offered by Torrance Transit, as well as to continue and improve outreach to senior citizens, disabled individuals, and students who may benefit from our services. Beginning in late fall of 2007, Torrance Transit will begin the process “re-branding” as part of the agency’s overall Marketing Plan.
  
- Torrance Transit will also play our part in addressing environmental concerns by replacing our presently all diesel bus fleet with “Greener” Buses. As discussed in other sections of this report, Torrance Transit will begin the process of switching to Hybrid Gasoline/Electric Buses beginning in 2008, and will continue through 2012, until the majority of our bus fleet are more environmentally friendly, alternative fueled vehicles.



## TRANSIT IMPROVEMENTS: CURRENT AND FUTURE PROGRAMS

**Engines and Transmissions:** Torrance Transit will purchase replacement engines and transmissions for the bus fleet.

**Preventive Maintenance:** In compliance with federal guidelines, Torrance Transit will use a portion of capital funds to defray the cost of maintaining the bus fleet.

**Transit Enhancements:** Torrance Transit is continuing to upgrade its bus stops with new benches and traveler information aids.

**Bus Tire Replacement:** Torrance Transit purchases replacement tires for the entire bus fleet annually. Each bus uses six (6) tires and each tire is replaced one or two times per year based on wear and mileage.

**Bus Washer and Heavy Duty Vacuum Cleaner:** Torrance Transit will purchase a replacement bus washer and a heavy duty vacuum cleaner to maintain the interior and appearance of the bus fleet.

### **Bus Replacement with Alternative Fuel:**

Phase 1: Torrance Transit will replace three (3) Gillig buses purchased in 1996 with gasoline hybrid buses.

Phase 2: Torrance Transit will replace seven (7) Gillig buses purchased in 1993 with gasoline hybrid buses.

Phase 3: Torrance Transit will replace a total of 12 buses with gasoline hybrid buses: two (2) Gillig buses purchased in 1991, four (4) purchased in 1993, and six (6) purchased in 1998.

**Replacement of five (5) Relief Vehicles:** Torrance Transit will replace five (5) relief vehicles that are used daily by bus operators to make bus relief changes.

### **Replacement of two (2) Service Vehicles:**

Phase 1: Torrance Transit will replace three of its service vehicles that are used to provide support services at bus stops, shelter and fleet repair.

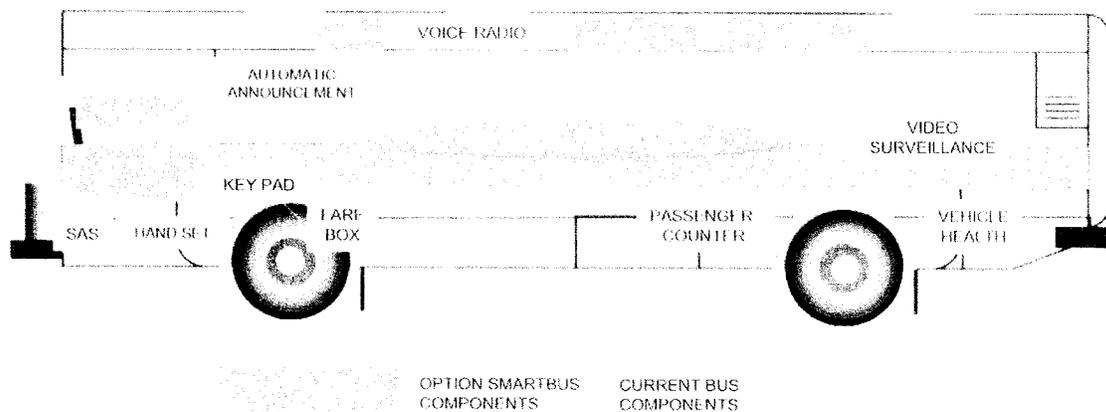
Phase 2: Torrance Transit will replace two of its service vehicles that are used to provide support services at bus stops, shelter and fleet repair.

**Re-Branding:** Torrance Transit will issue a Request for Proposal (RFP) to recruit a marketing consult to re-brand the Torrance Transit System.

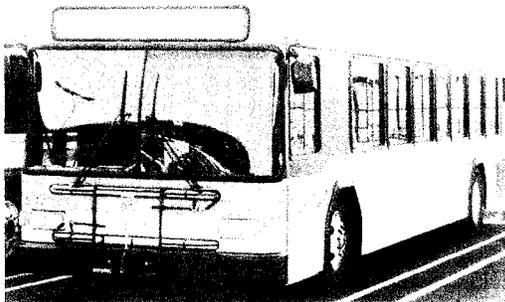
**Security Assessment:** Torrance Transit will perform an assessment of the facilities to ensure proper lighting, surveillance, guarded entrance, etc.

**1B Bond:** Funds from 1B Bond will be used to acquire replacement buses with alternative fuel. In addition, a portion of the funds will be used to acquire a new patron transit center.

**Intelligent Transportation Systems (ITS) Hardware Replacement and Upgrade:** Torrance Transit will be installing and utilizing an Automated Vehicle Locator (AVL) System which will require periodic hardware replacement and upgrades to maintain its optimal performance.



## FLEET UPGRADE STRATEGIES



As noted in last year's SRTP, Torrance Transit continues to evaluate the air quality, cost and operational implications of various bus propulsion systems and alternative fuel options.

The difficulty of making prudent, cost-effective bus procurement decisions in the current regulatory environment is evidenced by the fact that all three of the regulatory agencies which promulgate air quality rules applicable to Torrance Transit bus procurements took compliance actions regulating vehicles and fuels during the past year. Based on this ever-changing regulatory environment, Torrance Transit has adopted a strategy of refurbishing older buses in lieu of purchasing replacement buses until FY 2008.

Diesel exhaust after-treatment devices designed to significantly reduce PM emissions have been installed as part of the fleet's refurbishment. Torrance

Transit began to purchase ultra low-sulfur diesel fuel several months prior to regulatory mandates and currently purchases only ultra low-sulfur diesel fuel.

Beginning in FY 2008, Torrance Transit intends to purchase replacement buses that meet all regulatory air emissions standards.

### RAPID BUS LINE

Torrance Transit has retained the services of a consultant in FY 2008 to help develop and initiate capital and operational plans for launching a Rapid Bus Route in FY 2009. This Rapid Route from Redondo Beach Pier to Downtown Long Beach represents the most heavily used current service of Torrance Transit System (50% of the boardings). This service will speed up the trips through this corridor by the use of signal priority to get buses through intersections and the reduction of stops (approximately one mile between stops). The Rapid Bus Route project is part of regional planning for rapid service throughout Los Angeles County and is being conducted with the cooperation and partial funding from Los Angeles Metropolitan Transportation Authority (METRO). The consultant is also working with management to improve the efficiency of the entire system with emphasis on improving service for residents, workers, and visitors to the City of Torrance.

### BUS MODERNIZATION

Beginning in FY 2009, Torrance Transit will begin a major project to *green* its entire fleet. The fleet will be converted over six years from clean diesel to gasoline electric hybrid buses. Staff will continue to monitor progression in technologies to reduce carbon emissions being emitted by the buses.

### ADA OPERATOR COMPLIANCE UPDATE



All Torrance Transit System fixed route vehicles are 100% ADA compliant.

All fourteen (14) Municipal Area Express (MAX) 2002 buses are ADA compliant.

### FTA COMMENTS

To date, Torrance has not received any comments from the Federal Transit Administration concerning its FY 2007-09 SRTP.

Section 2. SYSTEM INFORMATION TABLES

**Table L - 1**  
**Current Fare Structure: FY 2008**

<u>Fare Categories</u>	<u>Type of Service</u>			
	<u>Fixed Route</u>	<u>Muni. Area Express (MAX)</u>	<u>Dial-A-Taxi</u>	<u>Senior Taxi</u>
<i>Cash/Token</i>				
Regular	\$0.50	\$1.25/\$1.50	\$1.00	\$5.00/\$3.00/\$1.00
Token	\$0.50	N/A	N/A	N/A
Elderly	\$0.25	\$0.75	N/A	N/A
Disabled/Medicare	\$0.25	\$0.75	N/A	N/A
Student	N/A	N/A	N/A	N/A
College	N/A	N/A	N/A	N/A
Express - Specify Zone Structure	\$0.75	\$1.50	N/A	N/A
<i>Cash Transfers</i>				
Regular within System	\$0.40	\$0.25	N/A	N/A
Regular to other System	\$0.40	N/A	N/A	N/A
Elderly	\$0.40	\$0.25	N/A	N/A
Disabled/Medicare	\$0.40	\$0.25	N/A	N/A
<i>Multi-use Cards (specify number of uses)</i>				
Regular	N/A	\$12.50 (10)	N/A	N/A
Elderly	N/A	N/A	N/A	N/A
Disabled/Medicare	N/A	N/A	N/A	N/A
Express	N/A	\$15.00 (10)	N/A	N/A
<i>Passes</i>				
Regular	\$30.00	\$45.00	N/A	N/A
Elderly	N/A	N/A	N/A	N/A
Disabled	N/A	N/A	N/A	N/A
Student	N/A	N/A	N/A	N/A
College	N/A	N/A	N/A	N/A
Express	\$60.00	\$54.00	N/A	N/A
<i>EZ Passes</i>				
Regular	\$70.00/\$89.00*	N/A	N/A	N/A
Elderly	\$35.00/\$43.50*	N/A	N/A	N/A
Disabled	\$35.00/\$43.50*	N/A	N/A	N/A
Student	N/A	N/A	N/A	N/A
College	N/A	N/A	N/A	N/A

\*Premium charge to LA

**Table L - 2**  
**FLEET INVENTORY AS OF JUNE 30, 2007**

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			
1989*	GIL	Phantom	48	40'	D	2	2		0		
1991	GIL	Phantom	48	40'	D	2	2		2		
1992	GIL	Phantom	48	40'	D	21	21		21		
1996	GIL	Phantom	43	40'	D	3	3		3		
1997	GIL	Phantom	43	40'	D	6	6		6		
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		14		
<b>Total Number of Vehicles:</b>						<b>68</b>	<b>68</b>		<b>65</b>		

\* Contingency Fleet

\*\* MAX Buses

ADA vehicles are those equipped with a 42" wheelchair or a low floor bus with a ramp  
Major rehab as defined by Federal Circular on Section 5307 funding program

**Table L - 3  
HISTORICAL & PROJECTED FLEET CHARACTERISTICS**

	FIXED ROUTE		
	FY 2006 Actual	FY 2007 Estimated	FY 2008 Planned
Peak-Hour Fleet	44	44	44
Spares For Maint.	7	7	7
Spare Ratio*	-	-	-
Emergency Contingency Reserve	2	2	2
Inactive Fleet	1	1	1
Total Vehicles	54	54	54
New Expansion Vehicles			0
New Replacement Vehicles			3

	MAX SERVICE		
	FY 2006 Actual	FY 2007 Estimated	FY 2008 Planned
Peak-Hour Fleet	12	12	12
Spares For Maint.	2	2	2
Spare Ratio*	-	-	-
Emergency Contingency Reserve	0	0	0
Inactive Fleet	0	0	0
Total Vehicles	14	14	14
New Expansion Vehicles			0
New Replacement Vehicles			0

	SYSTEM TOTAL		
	FY 2006 Actual	FY 2007 Estimated	FY 2008 Planned
Peak-Hour Fleet	56	56	56
Spares For Maint.	9	9	9
Spare Ratio*	16.07%	16.07%	16.07%
Emergency Contingency Reserve	2	2	2
Inactive Fleet	1	1	1
Total Vehicles	68	68	68
New Expansion Vehicles			0
New Replacement Vehicles			3

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

**Table L - 4 (A)**  
**HISTORICAL AND PROJECTED FINANCIAL STATUS**  
**SOURCE AND APPLICATION OF CAPITAL FUNDS**  
 BY YEAR OF EXPENDITURE (\$ 000)

MODE:

<i>SOURCE OF CAPITAL FUNDS:</i>	<b>2006 Audited</b>	<b>2007 Estimated</b>	<b>2008 Planned</b>
<b>FEDERAL CAPITAL GRANTS</b>			
FTA Sec. 5309 (Sec. 3)			\$1,245.70
FAU Grants			
FTA Sec. 5307(Sec. 9)	327.40	501.20	1,153.10
FTA Sec. 5307(Sec. 9) Debt Service			
Other Federal (Assume 80/20 match) (CMAQ)			
<b>STATE CAPITAL GRANTS AND SUBVENTIONS</b>			
TDA (ART 4) current from unallocated			
TDA from prior years reserves	13.00	11.80	
TDA (ART 8)			
STA current from unallocated			
STA from prior years reserve	28.70	3.20	
Other State (MOSIP reserve)	36.40	106.30	345.40
<b>LOCAL CAPITAL GRANTS</b>			
System Generated			
General Fund			
Prop. A Local Return			
Prop. A Discretionary Carry Over			
Prop. C Discretionary			
Prop. C Local Return			
Prop. C 5% Security			
Prop. C Other (Security)			
Other Local (MOSIP)			
<b>TOTAL CAPITAL REVENUE</b>	405.50	622.50	2,744.20

**Table L - 4 (B)**  
**HISTORICAL AND PROJECTED FINANCIAL STATUS**  
**SOURCE AND APPLICATION OF OPERATING FUNDS**  
**BY YEAR OF EXPENDITURE (\$ 000)**

<i>SOURCE OF OPERATING FUNDS:</i>	<b>2006</b>	<b>2007</b>	<b>2008</b>
	<b>Audited</b>	<b>Estimated</b>	<b>Planned</b>

**FEDERAL CASH GRANTS AND REIMBURSEMENTS**

FTA Sec. 5307 (Sec. 9) Operating	1,712.00	1,712.00	1,712.00
CMAQ (Operating)			

**STATE CASH GRANTS AND REIMBURSEMENTS**

TDA Current from unallocated	5,073.40	5,291.50	5,450.30
TDA Carryover - prior year		1,523.20	819.30
STA Current from unallocated	510.90	637.80	656.90
Other State (local match for Preventive Maintenance)	428.00	428.00	428.00

**LOCAL CASH GRANTS AND REIMBURSEMENTS**

Passenger Fares	2,396.30	2,542.40	2,611.70
Special Transit Service	2.80	6.90	6.90
Auxiliary Transportation Revenues	153.60	145.90	200.00
Non-transportation Revenues	35.20	43.20	53.60
Prop. A 40% Discretionary	3,248.50	3,167.20	3,055.30
Prop. A 25% Local Return	2,357.70	2,280.60	2,367.30
Prop. A from Exchanges	1,200.00	100.00	200.00
BSIP	187.60	192.50	197.20
TSE	630.90	647.30	663.30
Base	565.20	580.00	594.10
Foothill Transit Zone Mitigation	140.30	122.70	160.30
MOSIP	219.50	364.10	375.00
Fuel Increase Mitigation Allocation		335.70	
Prop. C %20 Local Return	1,154.00		1,963.80
Prop. C %5 Security	174.40	255.80	255.90
Other Local (Contributions from Other Cities)	248.40	316.70	460.20

<b>TOTAL OPERATING REVENUES</b>	20,538.70	20,693.50	20,648.90
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Table L - 5A  
TPM / TDA REPORT FORM  
2006 AUDITED

Annual Weekday	FAP Funded											
	Local Service	Express Service	Dial-A-Ride <sup>1</sup>	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	BSIP Capital	MOSIP Ops: 32.1% Capital: 67.9%	Other Codes <sup>3</sup> Spdis	Other Codes <sup>3</sup> Sr Taxi	System Total
Total Vehicle Miles (000)	1070.5	419.2	87.0	1576.7	344.3	74.9	149.9	15.0	0.0	0.4	202.0	2363.2
Vehicle Service Miles (000)	1038.0	406.4	87.0	1531.4	118.0	72.6	145.3	14.5	0.0	0.4	202.0	2084.2
Total Vehicle Hours (000)	88.5	27.7	4.7	120.9	15.5	7.8	10.9	1.2	0.0	0.0	10.3	166.6
Vehicle Service Hours (000)	86.3	26.9	4.7	117.9	7.1	7.5	10.4	1.2	0.0	32.0	10.3	186.4
Peak Vehicles	28.5	8.9	11.3	48.8	11.0	2.1	3.5	0.4	0.0	0.0	24.6	90.4
Unlinked Passengers (000)	2816.3	731.6	21.7	3569.6	83.5	107.6	290.7	40.0	0.0	1.0	49.7	4142.1
Linked Passengers (000)	2632.4	683.8	21.7	3337.9	78.0	100.6	271.7	37.4	0.0	1.0	49.664.0	53490.7
Passenger Revenue \$ (000)	1206.5	375.3	20.0	1601.8	120.9	103.0	0.0	16.8	0.0	0.441	75338.4	77181.4
Aux. Rev/Local Subs. \$ (000)	4975.1	1547.8	203.3	6726.2	437.7	193.2	597.8	69.6	0.0	1.8	456.0	8482.3
Op. Cost Less Depr. \$ (000)	9925.7	3108.5	237.3	13271.5	890.8	858.3	1222.0	139.0	0.0	3.5	531.2	16916.3
Full Time Equiv. Employees	82.7	25.9	4.9	113.5	10.3	6.1	10.2	1.2	1.4	0.0	7.7	150.4
Base Fare	\$ 0.50	\$ 0.75	\$ 1.00		\$ 1.25/\$1.50		\$ 0.50	\$ 0.50		N/A	\$1/\$3/\$5	

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded										Non-FAP Funded														
	Local Service	Express Service	Dial-A-Ride <sup>1</sup>	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	BSIP Capital	MOSIP Ops: 32.1% Capital: 67.9%	Other Codes <sup>3</sup> Spdis	Other Codes <sup>3</sup> Sr Taxi	System Total	Local Service	Express Service	Dial-A-Ride <sup>1</sup>	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	BSIP Capital	MOSIP Ops: 32.1% Capital: 67.9%	Other Codes <sup>3</sup> Spdis	Other Codes <sup>3</sup> Sr Taxi	System Total	
Total Vehicle Miles (000)	1378.9	449.0	104.9	1932.8	344.3	74.9	77.6	19.4	10.8	0.438	253.7	2713.9	1378.9	449.0	104.9	1932.8	344.3	74.9	77.6	19.4	10.8	0.438	253.7	2713.9	
Vehicle Service Miles (000)	1337.0	435.3	104.9	1877.2	117.9	72.6	75.3	18.8	10.5	0.417	253.7	2426.4	1337.0	435.3	104.9	1877.2	117.9	72.6	75.3	18.8	10.5	0.417	253.7	2426.4	
Total Vehicle Hours (000)	104.6	32.7	5.9	143.2	15.5	7.8	12.9	1.5	1.8	0.03	12.8	195.5	104.6	32.7	5.9	143.2	15.5	7.8	12.9	1.5	1.8	0.03	12.8	195.5	
Vehicle Service Hours (000)	101.9	31.7	5.9	139.5	7.1	7.5	12.2	1.4	1.7	0.03	12.8	182.2	101.9	31.7	5.9	139.5	7.1	7.5	12.2	1.4	1.7	0.03	12.8	182.2	
Peak Vehicles	28.5	8.9	11.4	48.8	11.0	2.13	3.5	0.4	0.5	0.01	24.6	91	28.5	8.9	11.4	48.8	11.0	2.13	3.5	0.4	0.5	0.01	24.6	91	
Unlinked Passengers (000)	3167.7	811.0	26.1	4004.8	83.5	107.6	323.5	45.5	34.3	1.0	61.9	4662.1	3167.7	811.0	26.1	4004.8	83.5	107.6	323.5	45.5	34.3	1.0	61.9	4662.1	
Linked Passengers (000)	2960.8	758.0	26.1	3745.0	78.0	100.6	302.4	42.5	32.1	1.0	61.9	4363.5	2960.8	758.0	26.1	3745.0	78.0	100.6	302.4	42.5	32.1	1.0	61.9	4363.5	
Passenger Revenue \$ (000)	1405.0	437.1	24.1	1866.2	120.9	103.0	16.9	19.6	23.4	0.441	93.9	2244.3	1405.0	437.1	24.1	1866.2	120.9	103.0	16.9	19.6	23.4	0.441	93.9	2244.3	
Aux. Rev/Local Subs. \$ (000)	5795.2	1802.8	245.0	7843.0	437.7	193.2	693.8	79.6	219.5	1.8	568.4	10037.0	5795.2	1802.8	245.0	7843.0	437.7	193.2	693.8	79.6	219.5	1.8	568.4	10037.0	
Op. Cost Less Depr. \$ (000)	11554.5	3612.2	286.0	15452.7	890.8	861.6	1425.0	165.7	198.8	3.5	662.2	19660.3	11554.5	3612.2	286.0	15452.7	890.8	861.6	1425.0	165.7	198.8	3.5	662.2	19660.3	

<sup>1</sup> Included Dial-A-Ride only includes operations that historically have been included in the FAP calculations.  
<sup>2</sup> Dedicated Funding includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.  
<sup>3</sup> MOSIP used for both operating and capital match in FY 06  
<sup>4</sup> Spdis includes Subscription, Contract, Special Events service.  
<sup>5</sup> Sr Taxi includes dedicated taxi program for senior citizen residents.

Table L - 5B  
TPM / IDA REPORT FORM  
FY2007 Estimated

Annual Weekday	FAP Funded											
	Local Service	Express Service	Dial-A-Ride <sup>1</sup>	FAP Subtotal	TSE Max	TSE Line 6	Base Restructuring Line 8 To LAX	BSIP	MOSIP Ops: 15.7% Cap: 84.3%	Other Codes <sup>3</sup> Spcls	Other Codes <sup>3</sup> Sr. Taxi	System Total
Total Vehicle Miles (000)	1081.2	423.4	74.1	1578.7	404.4	75.6	151.4	15.2	0.0	0.4	188.7	2,414.4
Vehicle Service Miles (000)	1048.4	410.5	74.1	1533.0	121.9	73.3	146.8	14.6	0.0	0.4	188.7	2,078.7
Total Vehicle Hours (000)	89.4	28.0	4.1	121.5	24.3	7.9	11.0	1.2	0.0	0.0	8.8	174.7
Vehicle Service Hours (000)	87.2	27.2	4.1	118.5	7.3	7.6	10.5	1.2	0.0	32.3	8.8	186.2
Peak Vehicles	28.5	9.0	12.0	49.5	12.0	2.0	3.4	0.4	0.0	0.0	24.0	91.3
Unlinked Passengers (000)	2844.5	738.9	19.6	3603.0	91.1	108.7	293.6	40.4	0.0	1.0	41.7	4,179.5
Linked Passengers (000)	2658.7	690.6	19.6	3368.9	85.1	101.6	274.4	37.8	0.0	1.0	41.7	3,910.5
Passenger Revenue (000)	1218.6	379.1	20.2	1617.9	122.1	104.0	0.0	17.0	0.0	0.4	76091.8	77,953.2
Aux. Rev/Local Subs. (000)	5024.9	1563.3	205.3	6793.5	442.1	195.1	603.8	70.3	0.0	1.8	460.6	8,567.2
Op. Cost Less Depr. (000)	10025.0	3139.6	239.7	13404.3	899.7	866.9	1234.2	140.4	0.0	3.5	536.5	17,085.5
Full Time Equiv. Employees	81.3	29.8	5.9	117.0	10.4	6.2	10.3	1.2	1.4	0.0	11.1	157.6
Base Fare	\$ 0.50	\$ 0.75	\$ 1.00		\$1.25/\$1.50		\$ 0.50	\$ 0.50		N/A	\$1/\$3/\$5	

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded											
	Local Service	Express Service	Dial-A-Ride <sup>1</sup>	FAP Subtotal	TSE Max	TSE Line 6	Base Restructuring Line 8 To LAX	BSIP	MOSIP Ops: 15.7% Cap: 84.3%	Other Codes <sup>3</sup> Spcls	Other Codes <sup>3</sup> Sr. Taxi	System Total
Total Vehicle Miles (000)	1392.7	453.5	89.5	1935.7	404.4	77.0	78.4	19.6	10.9	0.4	237.2	2,763.6
Vehicle Service Miles (000)	1350.4	438.7	89.5	1878.6	121.9	73.0	76.1	19.0	10.6	0.4	237.2	2,416.8
Total Vehicle Hours (000)	105.6	33.0	4.9	143.5	24.3	7.8	13.0	1.5	1.8	0.0	11.2	203.1
Vehicle Service Hours (000)	102.9	32.0	4.9	139.8	7.3	7.6	12.3	1.4	1.7	0.0	11.2	181.3
Peak Vehicles	28.5	9.0	12.0	49.5	12.0	2.0	3.4	0.4	0.0	0.0	24.0	91.3
Unlinked Passengers (000)	3199.4	820.0	23.3	4042.7	91.1	108.0	326.7	46.0	34.6	1.0	52.1	4,702.2
Linked Passengers (000)	2990.4	766.0	23.3	3779.7	85.1	101.6	305.4	43.0	32.4	1.0	52.1	4,400.3
Passenger Revenue (000)	1419.1	441.5	24.3	1884.9	121.0	104.0	17.0	19.8	23.6	0.4	93.9	2,264.6
Aux. Rev/Local Subs. (000)	5853.2	1820.7	247.0	7920.9	438.0	194.5	700.7	80.4	221.7	1.8	541.1	10,099.1
Op. Cost Less Depr. (000)	11670.0	3648.3	289.0	15607.3	899.7	891.0	1439.3	167.4	200.8	3.5	668.8	19,877.8

<sup>1</sup> "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.  
<sup>2</sup> "Dedicated Funding" includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.  
<sup>3</sup> "Other Codes" includes Subscription, Contract, Special Events service.

Table L - 5C  
TPM / TDA REPORT FORM  
FY2008 Planned

Annual Weekday	FAP Funded											
	Local Service	Express Service	Dial-A-Ride <sup>1</sup>	FAP Subtotal	TSE Max	TSE Line & Line 6	Base Restructuring Line & To LAX	BSIP	MOSIP Ops: 15.7% Cap: 84.3%	Other Codes <sup>3</sup> Spcis	Other Codes <sup>3</sup> Sr. Taxi	System Total
	Total Vehicle Miles (000)	1081.2	423.4	74.1	1578.7	346.0	75.6	151.4	15.2	0.0	0.4	188.7
Vehicle Service Miles (000)	1048.4	410.5	74.1	1533.0	121.9	73.3	146.8	14.6	0.0	0.4	188.7	2,078.7
Total Vehicle Hours (000)	89.4	28.0	4.1	121.5	24.3	7.9	11.0	1.2	0.0	0.0	8.8	174.7
Vehicle Service Hours (000)	87.2	27.2	4.1	118.5	7.3	7.6	10.5	1.2	0.0	0.0	8.8	186.2
Peak Vehicles	28.5	9.0	12.0	49.5	12.0	2.0	3.4	0.4	0.0	0.0	24.0	91.3
Unlinked Passengers (000)	2844.5	738.9	19.6	3603.0	91.1	108.7	293.6	40.4	0.0	1.0	41.7	4,179.5
Linked Passengers (000)	2658.7	690.6	19.6	3368.9	85.1	101.6	274.4	37.8	0.0	1.0	41.7	3,910.5
Passenger Revenue (000)	1218.6	379.1	20.2	1617.9	122.1	104.0	0.0	17.0	0.0	0.4	76091.8	77,953.2
Aux. Rev/Local Subs. (000)	5024.9	1563.3	205.3	6793.5	442.1	195.1	603.8	70.3	0.0	1.8	460.6	8,567.2
Op. Cost Less Depr. (000)	10025.0	3139.6	239.7	13404.3	899.7	866.9	1234.2	140.4	0.0	3.5	536.5	17,085.5
Full Time Equiv. Employees	81.3	29.8	5.9	117.0	10.4	6.2	10.3	1.2	1.4	0.0	11.1	157.6
Base Fare	\$ 0.50	\$ 0.75	\$ 1.00		\$1.25/\$1.50		\$ 0.50	\$ 0.50		N/A	\$1/\$3/\$5	

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded											
	Local Service	Express Service	Dial-A-Ride <sup>1</sup>	FAP Subtotal	TSE Max	TSE Line & Line 6	Base Restructuring Line & To LAX	BSIP	MOSIP Ops: 15.7% Cap: 84.3%	Other Codes <sup>3</sup> Spcis	Other Codes <sup>3</sup> Sr. Taxi	System Total
	Total Vehicle Miles (000)	1392.7	453.5	89.5	1935.7	346.0	77.0	78.4	19.6	10.9	0.4	237.2
Vehicle Service Miles (000)	1350.4	438.7	89.5	1878.6	118.0	73.0	76.1	19.0	10.6	0.4	237.2	2,412.9
Total Vehicle Hours (000)	105.6	33.0	4.9	143.5	15.5	7.8	13.0	1.5	1.8	0.0	11.2	194.3
Vehicle Service Hours (000)	102.9	32.0	4.9	139.8	7.1	7.6	12.3	1.4	1.7	0.0	11.2	181.1
Peak Vehicles	28.5	9.0	12.0	49.5	11.5	2.0	3.4	0.4	0.0	0.0	24.0	90.8
Unlinked Passengers (000)	3199.4	820.0	23.3	4042.7	83.5	108.0	326.7	46.0	34.6	1.0	52.1	4,694.6
Linked Passengers (000)	2990.4	766.0	23.3	3779.7	78.0	101.6	305.4	43.0	32.4	1.0	52.1	4,393.2
Passenger Revenue (000)	1419.1	441.5	24.3	1884.9	121.0	104.0	17.0	19.8	23.6	0.4	93.9	2,264.6
Aux. Rev/Local Subs. (000)	5853.2	1820.7	247.0	7920.9	438.0	194.5	700.7	80.4	221.7	1.8	541.1	10,099.1
Op. Cost Less Depr. (000)	11670.0	3648.3	289.0	15607.3	899.7	891.0	1439.3	167.4	200.8	3.5	668.8	19,877.8

<sup>1</sup> "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.  
<sup>2</sup> "Dedicated Funding" includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.  
<sup>3</sup> "Other Codes" includes Subscription, Contract, Special Events service.

Table L - 6

**PERFORMANCE AUDIT FOLLOW-UP  
OF RECOMMENDATIONS FROM THE LAST  
COMPLETED PERFORMANCE AUDIT  
(FY 04-06)**

PERFORMANCE AUDIT RECOMMENDED ACTIONS	OPERATOR PROGRESS TO DATE
Develop a strategic plan	Staff has contacted several municipal operators and is in the progress of creating a strategic plan.
Include MAX (Municipal Area Express) data in the annual financial audit	Have contacted the City Finance Department and will be included in all future financial audits.

**Table L - 7  
CAPITAL PROJECT SUMMARY**

**FY 2008**

<b>Project Name</b>	<b>Funding Source Federal</b>	<b>State Local</b>	<b>Total Project Cost</b>
Engines and Transmission	160,000	40,000	200,000
Preventive Maintenance	1,712,000	428,000	2,140,000
Transit Enhancements	48,000	12,000	60,000
Bus Tire Replacement	120,000	30,000	150,000
Bus Washer and Heavy Duty Vacuum Cleaner	240,000	60,000	300,000
Bus Replacement (3 buses)	1,320,000	330,000	1,650,000
<b>Total</b>	<b>3,600,000</b>	<b>900,000</b>	<b>4,500,000</b>

**FY 2009**

<b>Project Name</b>	<b>Funding Source Federal</b>	<b>State Local</b>	<b>Total Project Cost</b>
Engines and Transmission	160,000	40,000	200,000
Preventive Maintenance	1,712,000	428,000	2,140,000
Transit Enhancements	48,000	12,000	60,000
Bus Tire Replacement	120,000	30,000	150,000
Bus Replacement (7 buses)	3,668,000	917,000	4,585,000
Purchase (5) Relief Vehicles	120,000	30,000	150,000
Purchase (2) Service Vehicles	80,000	20,000	100,000
Software/Hardware Replacement & Upgrade: AVL	300,000	75,000	375,000
<b>Total</b>	<b>6,208,000</b>	<b>1,552,000</b>	<b>7,760,000</b>

**FY 2010**

<b>Project Name</b>	<b>Funding Source Federal</b>	<b>State Local</b>	<b>Total Project Cost</b>
Engines and Transmission	160,000	40,000	200,000
Preventive Maintenance	1,712,000	428,000	2,140,000
Transit Enhancements	48,000	12,000	60,000
Bus Tire Replacement	120,000	30,000	150,000
Bus Replacement (12 buses)	6,288,000	1,572,000	7,860,000
Purchase (3) Service Vehicles	75,000	18,750	93,750
<b>Total</b>	<b>8,403,000</b>	<b>2,100,750</b>	<b>10,503,750</b>

**TABLE L-8  
CMP TRANSIT MONITORING**

**Transit Line Description**

Fiscal Year	FY 2007-2008	
Date	10/1/07	
Line Number	1	
Branch/Route #		

Type of Service: *(Place an X in front of the label that best describes the type of service)*

<input checked="" type="checkbox"/>	Local
<input type="checkbox"/>	Limited Stop
<input type="checkbox"/>	Rapid
<input type="checkbox"/>	Peak-Hour Express
<input type="checkbox"/>	Other Express
<input type="checkbox"/>	Light Rail
<input type="checkbox"/>	Heavy Rail
<input type="checkbox"/>	Commuter Rail

**Service Schedule**

	Number of Days	Begin Service	AM Peak	Mid-Day	PM Peak	End of Service
<b>Weekday</b>	257	4:45 AM	5:30 AM	8:30 AM	2:30 PM	11:10 PM
<b>Weekend</b>	105	5:30 AM	N/A	N/A	N/A	10:00 PM

**Average Weekday Statistics**

Total Passenger Miles (Weekdays)	9,010
Total Vehicle Service Hours	66.90
Total Vehicle Service Miles	992.01
Number of <b>AM</b> Peak Vehicle Trips	8
Number of <b>PM</b> Peak Vehicle Trips	7
Total Unlinked Passenger Boardings	2,514
Average <b>AM</b> Peak Headway (mins.)	30
Average <b>PM</b> Peak Headway (mins.)	30
Average <b>Off-Peak</b> Headway (mins.)	36
One-Way Route Mileage	20.0 NB/21.0 SB
One-Way <b>AM</b> Peak Scheduled Trip Time	1:19
One-Way <b>PM</b> Peak Scheduled Trip Time	1:21
One-Way <b>Off-Peak</b> Scheduled Trip Time	0:44

Preparer: James Lee  
Phone # (310) 781-6924

**TABLE L-8  
CMP TRANSIT MONITORING**

**Transit Line Description**

Fiscal Year	FY 2007-2008
Date	10/1/07
Line Number	2
Branch/Route #	

Type of Service: *(Place an X in front of the label that best describes the type of service)*

<input checked="" type="checkbox"/>	Local
<input type="checkbox"/>	Limited Stop
<input type="checkbox"/>	Rapid
<input type="checkbox"/>	Peak-Hour Express
<input type="checkbox"/>	Other Express
<input type="checkbox"/>	Light Rail
<input type="checkbox"/>	Heavy Rail
<input type="checkbox"/>	Commuter Rail

**Service Schedule**

	Number of Days	Begin Service	AM Peak	Mid-Day	PM Peak	End of Service
<b>Weekday</b>	257	5:35 AM	6:00 AM	N/A	N/A	10:13 AM
<b>Weekend</b>	53	6:00 AM	N/A	N/A	N/A	7:13 PM

**Average Weekday Statistics**

Total Passenger Miles (Weekdays)	5,756
Total Vehicle Service Hours	40.30
Total Vehicle Service Miles	599.44
Number of <b>AM</b> Peak Vehicle Trips	3
Number of <b>PM</b> Peak Vehicle Trips	3
Total Unlinked Passenger Boardings	1,051
Average <b>AM</b> Peak Headway (mins.)	60
Average <b>PM</b> Peak Headway (mins.)	60
Average <b>Off-Peak</b> Headway (mins.)	62
One-Way Route Mileage	21.3 NB/21.4 SB
One-Way <b>AM</b> Peak Scheduled Trip Time	1:25
One-Way <b>PM</b> Peak Scheduled Trip Time	1:25
One-Way <b>Off-Peak</b> Scheduled Trip Time	1:25

Preparer: James Lee

Phone # (310) 781-6924

**TABLE L-8  
CMP TRANSIT MONITORING**

**Transit Line Description**

Fiscal Year	FY 2007-2008
Date	10/1/07
Line Number	3
Branch/Route #	

Type of Service: (Place an X in front of the label that best describes the type of service)

<input checked="" type="checkbox"/>	Local
<input type="checkbox"/>	Limited Stop
<input type="checkbox"/>	Rapid
<input type="checkbox"/>	Peak-Hour Express
<input type="checkbox"/>	Other Express
<input type="checkbox"/>	Light Rail
<input type="checkbox"/>	Heavy Rail
<input type="checkbox"/>	Commuter Rail

**Service Schedule**

	Number of Days	Begin Service	AM Peak	Mid-Day	PM Peak	End of Service
<b>Weekday</b>	257	4:30 AM	6:30 AM	N/A	N/A	10:40 PM
<b>Weekend</b>	105	5:50 AM	N/A	N/A	N/A	10:25 PM

**Average Weekday Statistics**

Total Passenger Miles (Weekdays)	34,503
Total Vehicle Service Hours	158.20
Total Vehicle Service Miles	2,237.60
Number of <b>AM</b> Peak Vehicle Trips	12
Number of <b>PM</b> Peak Vehicle Trips	12
Total Unlinked Passenger Boardings	8,021
Average <b>AM</b> Peak Headway (mins.)	15
Average <b>PM</b> Peak Headway (mins.)	15
Average <b>Off-Peak</b> Headway (mins.)	15
One-Way Route Mileage	18.0 EB/17.5 WB
One-Way <b>AM</b> Peak Scheduled Trip Time	1:15
One-Way <b>PM</b> Peak Scheduled Trip Time	1:16
One-Way <b>Off-Peak</b> Scheduled Trip Time	1:16

Preparer: James Lee

Phone # (310) 781-6924

**TABLE L-8  
CMP TRANSIT MONITORING**

**Transit Line Description**

Fiscal Year	FY 2007-2008	
Date	10/1/07	
Line Number	7	
Branch/Route #		

Type of Service: (Place an X in front of the label that best describes the type of service)

<input checked="" type="checkbox"/>	Local
<input type="checkbox"/>	Limited Stop
<input type="checkbox"/>	Rapid
<input type="checkbox"/>	Peak-Hour Express
<input type="checkbox"/>	Other Express
<input type="checkbox"/>	Light Rail
<input type="checkbox"/>	Heavy Rail
<input type="checkbox"/>	Commuter Rail

**Service Schedule**

	Number of Days	Begin Service	AM Peak	Mid-Day	PM Peak	End of Service
<b>Weekday</b>	257	6:25 AM	7:10 AM	N/A	N/A	8:50 PM
<b>Weekend</b>	53	6:55 AM	7:10 AM	N/A	N/A	7:40 PM

**Average Weekday Statistics**

Total Passenger Miles (Weekdays)	2,816
Total Vehicle Service Hours	40.51
Total Vehicle Service Miles	560.24
Number of <b>AM</b> Peak Vehicle Trips	3
Number of <b>PM</b> Peak Vehicle Trips	3
Total Unlinked Passenger Boardings	1,168
Average <b>AM</b> Peak Headway (mins.)	30
Average <b>PM</b> Peak Headway (mins.)	30
Average <b>Off-Peak</b> Headway (mins.)	30
One-Way Route Mileage	9.0 EB&WB
One-Way <b>AM</b> Peak Scheduled Trip Time	0:35
One-Way <b>PM</b> Peak Scheduled Trip Time	0:35
One-Way <b>Off-Peak</b> Scheduled Trip Time	0:35

Preparer: James Lee

Phone # (310) 781-6924

**TABLE L-8  
CMP TRANSIT MONITORING**

**Transit Line Description**

Fiscal Year	FY 2007-2008
Date	10/1/07
Line Number	8
Branch/Route #	

Type of Service: (Place an X in front of the label that best describes the type of service)

<input checked="" type="checkbox"/>	Local
<input type="checkbox"/>	Limited Stop
<input type="checkbox"/>	Rapid
<input type="checkbox"/>	Peak-Hour Express
<input type="checkbox"/>	Other Express
<input type="checkbox"/>	Light Rail
<input type="checkbox"/>	Heavy Rail
<input type="checkbox"/>	Commuter Rail

**Service Schedule**

	Number of Days	Begin Service	AM Peak	Mid-Day	PM Peak	End of Service
<b>Weekday</b>	257	5:00 AM				11:15 PM
<b>Weekend</b>	105	7:30 AM	N/A	N/A	N/A	6:59 PM

**Average Weekday Statistics**

Total Passenger Miles (Weekdays)	9,353
Total Vehicle Service Hours	83.62
Total Vehicle Service Miles	1,089.47
Number of <b>AM</b> Peak Vehicle Trips	8
Number of <b>PM</b> Peak Vehicle Trips	8
Total Unlinked Passenger Boardings	2,988
Average <b>AM</b> Peak Headway (mins.)	24
Average <b>PM</b> Peak Headway (mins.)	30
Average <b>Off-Peak</b> Headway (mins.)	23
One-Way Route Mileage	14.5 NB/14.0 SB
One-Way <b>AM</b> Peak Scheduled Trip Time	1:00
One-Way <b>PM</b> Peak Scheduled Trip Time	1:00
One-Way <b>Off-Peak</b> Scheduled Trip Time	1:00

Preparer: James Lee  
Phone # (310) 781-6924

Section 3. APPENDIX

NTD RY 2006: A-30 MBDO

NTD Internet Reporting

NTD ID: 8010 Agency Name: Torrance Transit System Report: RY 2006 Close Out 4/20/07 Close Out  
 Form Name: Revenue Vehicle Inventory(A-30) Mode: MB Sample: DO

RV ID	Number of Vehicles in Total Fleet	Dedicated Fleet	Year of Manufacture	Year of Rebuild	Manufacturer Code	Model Number	Number of Active Vehicles in Fleet	Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Ramps / Low Floor	Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Emergency Contingency Vehicles	Fuel Type Code	Vehicle Length (in feet)	Seating Capacity	Standing Capacity	Total Miles on Active Vehicles During the Period	Average Lifetime Miles per Active Vehicle	Supports Another Mode	Delete Vehicle Fleet													
2843	3	2	Yes	07	BU	5	00PA	1	UA	1895	0	GIL	PHANTOM	3	0	0	0	04	DF	40	43	18	101,932	424,216	Select					
2844	8	2	Yes	07	BU	5	00PA	1	UA	2000	0	GIL	LOW FLOOR	8	0	8	0	0	04	DF	40	38	18	395,432	249,798	Select				
3545	6	2	Yes	07	BU	5	00PA	1	UA	1997	0	GIL	PHANTOM	6	0	6	0	0	04	DF	40	43	19	217,231	378,239	Select				
2846	21	2	Yes	07	BU	5	00PA	1	UA	1992	0	GIL	PHANTOM	21	2	21	0	0	04	DF	40	48	19	802,347	530,647	Select				
2847	2	2	Yes	07	BU	5	00PA	1	UA	1991	0	GIL	PHANTOM	2	2	2	0	0	04	DF	40	48	19	49,620	556,773	Select				
2849	1	2	Yes	07	BU	5	00PA	1	UA	2001	0	DBI	HYBRIDDRIVE	0	0	0	0	0	05	DU	40	31	16	0	0	Select				
2850	11	2	Yes	07	BU	5	00PA	1	UA	2002	0	GIL	LOW FLOOR	11	0	11	0	0	04	DF	40	38	48	457,170	174,182	Select				
3851	2	2	Yes	07	BU	5	00PA	1	UA	1989	0	GIL	PHANTOM	0	0	0	2	2	04	DF	40	48	19	0	0	Select				
	54						51	32	19																			2,044,732		

NTD RY 2006: A-30 DRPT

NTD Internet Reporting

NTD ID: 9010 Agency Name: Torrance Transit System Report: RY 2006 Close Out -4/20/07 Close Out  
 Form Name: Revenue Vehicle Inventory (A-30) Mode: DR Service: RT

RM ID.	1. No	2. TS	3. DOPE	4. NFPE	5. Year of Manufacture	6. Year of Rebuild	7. Manufacturer Code	8. Model Number	9. Number of Active Vehicles in Fleet	10. Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Ramps / Low Floor	11. Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Emergency Contingency Vehicles	12. Fuel Type Code	13. Vehicle Length (in feet)	14. Seating Capacity	15. Standing Capacity	16. Total Miles on Active Vehicles During the Period	17. Average Lifetime Miles per Active Vehicle	18. Support Mode	19. Delete Vehicle Fleet
23340	50	03	00	5	2006	2006	Select	50	0	0	09	04	4	4	0	0		Select	( )
	50							50	0	0									

Lines: 1 - 4 of 4

NTD RY 2006: A-30 MBPT

**NTD Internet Reporting**

RTD ID: 9010 Agency Name: Torrance Transit System Report: RY 2006 Close Out - 4/20/07 :Close Out  
 Form Name: Revenue Vehicle Inventory(A-30) Mode: MB Services: PT

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
RV ID	2. Yes	Vehicle Type Code	Ownership Code	Funding Source	Year of Manufacture	Year of Rebuild	Manufacturer Code	Model Number	Number of Active Vehicles in Fleet	Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Ramps / Low Floor	Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Lifts	Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Emergency Contingency Vehicles	Fuel Type Code	Vehicle Length (in feet)	Seating Capacity	Standing Capacity	Total Miles on Active Vehicles During the Period	Average Lifetime Miles per Active Vehicle	Supports Another Mode	Delete Vehicle Fleet
2639	14	07-BU	5-CIOPA	1-UA	2002	0	EDN	TRANSMARK	14	0	14	0	04-DF	33	26	20	351,680	64,570	Select	
	14								14	0	14	0					351,680			

Printed: 4/20/07

## Federal Transportation Improvement Program

VIEW PROJECTS AS OF 10/4/2007

PROJECT ID	FTIP	FTIP STATUS	PROJECT TITLE	STATUS	SYSTEM	IMPLEMENTING AGENCY	TOTAL(2007-2011)
LA0G027	'06-10	STATE PENDING	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT ACQUISITION OF EPA AND CARB CERTIFIED LOW EMISSION REPLACEMENT BUSES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$300
LAE0085	'06-09	APPROVED	TRANSIT ENHANCEMENTS	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$6,508
LA0D11	'06-03	APPROVED	LINE #8 - OPERATING SUBSIDY	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$243
LA000665	'06-00	APPROVED	LINE #6 - BLUE LINE FEEDER SERVICE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$1,842
LA000666	'06-00	APPROVED	BUS SYSTEM - PREVENTIVE MAINTENANCE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$1,650
LA01B111	'06-00	APPROVED	BUS SUPPORT EQUIPMENT (ENGINES AND TRANSMISSIONS)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$4,280
LA01B112	'06-00	APPROVED	BUS REHABILITATION	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$400
LA01B114	'06-00	APPROVED	BUS SUPPORT EQUIPMENT	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
LA01B115	'06-00	APPROVED	BUS SYSTEM	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
LA01B117	'06-00	APPROVED	PURCHASE OF SUPPORT EQUIPMENT - TIRES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$300
LA0B203	'06-00	APPROVED	REPLACEMENT OF SUPPORT EQUIPMENT	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
LA0B204	'06-00	APPROVED	REPLACEMENT OF HVAC SYSTEM AT TORRANCE TRANSIT FACILITY ADMINISTRATION EQUIPMENT.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$500
LA0D116	'06-00	APPROVED	AUTOMATIC VEHICLE LOCATOR (AVL).	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
LA0D378	'06-00	APPROVED	HARDWARE AND SOFTWARE UPGRADE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
LA0D379	'06-00	APPROVED	BUS SYSTEM-MAINTENANCE FACILITY	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
LA0D380	'06-00	APPROVED	BUS SUPPORT EQUIPMENT OPERATIONS TRAINING ROOM PURCHASE AND INSTALLATION	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$450
LA0D381	'06-00	APPROVED	OF DIESEL EXHAUST AFTER TREATMENT	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
LA0D384	'06-00	APPROVED	ADMINISTRATIVE OFFICES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$200
LA0D385	'06-00	APPROVED	RELIEF AND SUPERVISOR VEHICLES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$160
LA0D386	'06-00	APPROVED					
LA0D454	'06-00	APPROVED					
LA0D455	'06-00	APPROVED					
<b>TOTAL</b>							<b>\$45,198</b>