

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

Members of the City Council:

**SUBJECT: Transit – Approve Submission of the Fiscal Year 2009-2011 Short Range Transit Plan**

**RECOMMENDATION**

Recommendation of the Transit Director that City Council approve the Fiscal Year (FY) 2009-2011 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 2008-09 through FY 2010-11.

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.

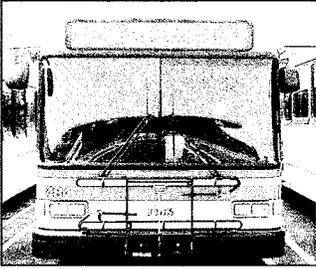
Respectfully submitted,

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

CONCUR:

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

Attachment:  
A) FY 2009-2011 Short Range Transit Plan



# **TORRANCE**

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# **T R A N S I T**

## **SHORT RANGE TRANSIT PLAN**

**FY 2009-2011**

**October 2008  
City of Torrance, CA**

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Torrance, CA 90503  
310.618.6266 voice  
310.618.6229 facsimile  
transit@torrnet.com  
www.torrnet.com

*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

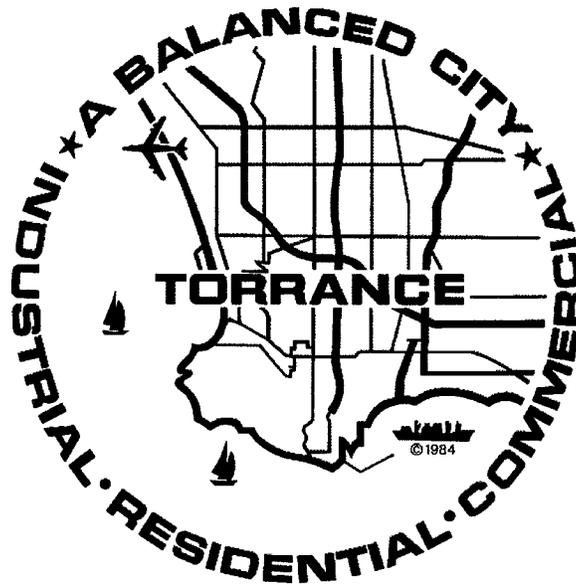
Cliff Numark

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Bill Sutherland



**CITY CLERK**  
Sue Herbers

**CITY TREASURER**  
Linda M. Barnett

**CITY MANAGER**  
LeRoy J. Jackson

**TRANSIT DIRECTOR**  
Kim Turner

October 2008



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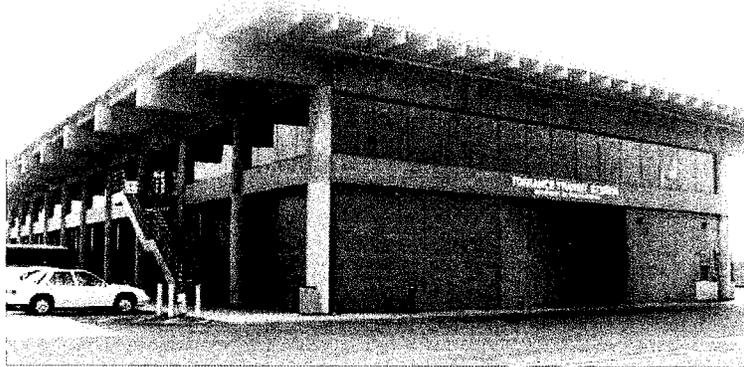


Section I. TRANSIT SYSTEM PROFILE

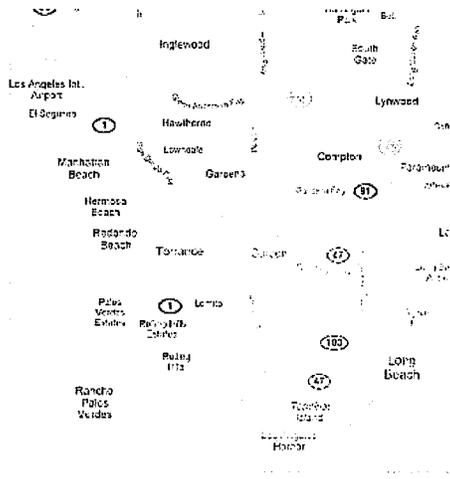
## INTRODUCTION - Historic Profile

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.

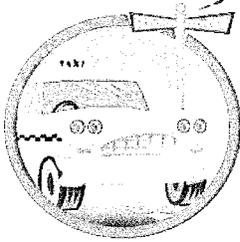
### Commuter Service – Municipal Area Express (MAX)



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:

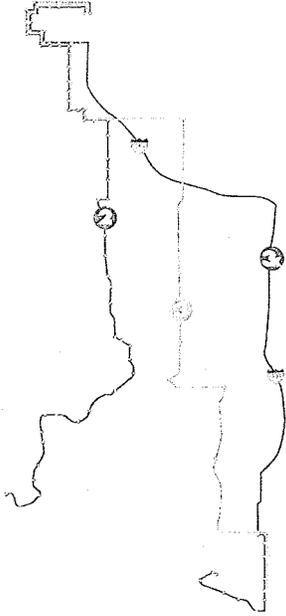
- Long Beach (Route 3),
- Los Angeles (Routes 1 and 2),
- Metro Blue Line Artesia Station (Route 6), and
- Los Angeles International Airport (Route 8).

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 participate in only one of the services. 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.



## 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 ratio 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 early fall of 2009, 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 2009, and will continue through 2014, until a majority of the buses in our fleet are more environmentally friendly, alternative fueled vehicles.



## TRANSIT IMPROVEMENTS: CURRENT AND FUTURE PROGRAMS

### REGIONAL TRANSIT CENTER

The Torrance Transit System has placed as its highest priority the creation of a Regional Transit Center (RTC) in the City of Torrance. We believe that a RTC would have significant regional impact by reducing traffic congestion, improving air quality and giving people greater transportation options. The RTC would link the services of Torrance Transit with the lines from the Los Angeles County Metropolitan Transportation Authority (Metro), Gardena Municipal Bus Lines, Beach Cities Transit and the Municipal Area Express (MAX) commuter bus service. This RTC would include features to make the traveling experience in the South Bay more convenient by providing amenities which include: level boarding platforms for transit vehicles, state-of-the-art passenger information kiosks and maps, enhanced shelters, fare vending machines, and public restrooms. Future expansion of the Metro Green Line light rail as part of the Harbor Subdivision Transit Corridor would also be incorporated into the planning for the RTC. The RTC has been incorporated into the strategic planning for both the Los Angeles County Metropolitan Transportation Authority as well as the Southern California Association of Governments.

### PROPOSED CHANGES TO THE FARE STRUCTURE OF THE TORRANCE TRANSIT SYSTEM

The cost of providing transit services has steadily increased since the last fare increase in 1995. On October 14, 2008, TTS requested City Council approval to seek public comment on proposed changes to its current fare structure. Per Federal Transit Administration (FTA) Circular 9030.1c, TTS will implement its adopted *Guidelines for Public Review: Fare and Service Changes*. TTS will conduct two community meetings and provide opportunities for public comment by written, telephone and voice message, fax and e-mail submission. The process will culminate with a public hearing to be held in conjunction with the City of Torrance council meeting of December 9, 2008. If approved, TTS will increase its base fare from \$0.50 to \$1.00 on January 5, 2009.

### 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 adopted a strategy of refurbishing older buses in lieu of purchasing replacement buses until FY 2009.

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.



### BUS MODERNIZATION

In late 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.

### RAPID BUS LINE

Torrance Transit has retained the services of a consultant to help develop and initiate capital and operational plans for launching a Rapid Bus Route in FY 2009. This Rapid Route from South Bay Galleria 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.

### LOS ANGELES REGION CONGESTION REDUCTION DEMONSTRATION PROJECT

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. The program is to be implemented by the year 2010. The Torrance Transit System (TTS) provides service (Lines 1 and 2) on the Interstate 110 and has been invited to participate in the demonstration project. When implemented, TTS would provide expanded weekday peak period service utilizing two buses each for lines 1 and 2 (a total of 4 buses). Metro has agreed to provide federal funding to cover the

purchase of the buses and reimbursement of the operating expenses for up to 18 months of the demonstration period. The procurement process for the 4 expansion buses would need to be done by mid-2009 to assure the implementation of the program in 2010.

## TRANSIT IMPROVEMENTS

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

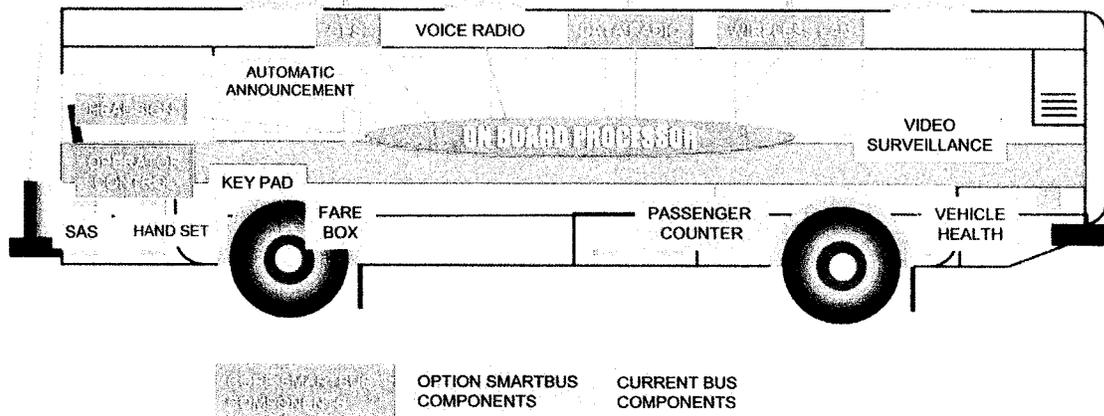
**Security Assessment:** Torrance Transit will perform an assessment of the facilities to ensure proper lighting, surveillance, guarded entrance, etc.

### **1B Bond:**

**Capital:** Funds from 1B Bond will be used to acquire replacement buses with alternative fuel.

**Security:** Funds from 1B Bond will be used to enhance the security camera system for all buses.

**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.



**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 four (4) Service Vehicles:**

Phase 1: Torrance Transit will replace in 2009 two (2) of its service vehicles that are used to provide support services at bus stops, shelter and fleet repair.

Phase 2: Torrance Transit will replace in 2010 two (2) of its service vehicles that are used to provide support services at bus stops, shelter and fleet repair.

**ADA OPERATOR COMPLIANCE UPDATE**



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

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

**FTA COMMENTS**

To date, Torrance has not received any comments from the Federal Transit Administration concerning its FY 2008-2010 SRTP.

Section 2. SYSTEM INFORMATION TABLES

**Table L - 1**  
**Current Fare Structure: FY 2009**

<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	\$1.50/\$2.00	\$1.00	\$5.00/\$3.00/\$1.00
Token	\$0.50	N/A	N/A	N/A
Elderly	\$0.25	\$1.00	N/A	N/A
Disabled/Medicare	\$0.25	\$1.00	N/A	N/A
Express - Specify Zone Structure	\$0.75	\$2.00	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	\$15.00 (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	\$20.00 (10)	N/A	N/A
<i>Passes</i>				
Regular	\$30.00	\$55.00	N/A	N/A
Elderly	N/A	N/A	N/A	N/A
Disabled	N/A	N/A	N/A	N/A
Express	\$60.00	\$65.00	N/A	N/A
<i>EZ Passes</i>				
Regular	\$70.00/\$89.00*	N/A	N/A	N/A
Elderly	\$35.00/\$44.50*	N/A	N/A	N/A
Disabled	\$35.00/\$44.50*	N/A	N/A	N/A

\*Premuim charge to LA

**Table L - 2**  
**FLEET INVENTORY AS OF JUNE 30, 2008**

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**

	<b>FIXED ROUTE</b>		
	<b>FY 2007 Actual</b>	<b>FY 2008 Estimated</b>	<b>FY 2009 Planned</b>
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			
New Replacement Vehicles			

	<b>MUNICIPAL AREA EXPRESS</b>		
	<b>FY 2007 Actual</b>	<b>FY 2008 Estimated</b>	<b>FY 2009 Planned</b>
Peak-Hour Fleet	12	12	12
Spares For Maint.	2	2	2
Spare Ratio*	-	-	-
Emergency Contingency Reserve	-	-	-
Inactive Fleet	-	-	-
Total Vehicles	14	14	14
New Expansion Vehicles			
New Replacement Vehicles			

	<b>SYSTEM TOTAL</b>		
	<b>FY 2007 Actual</b>	<b>FY 2008 Estimated</b>	<b>FY 2009 Planned</b>
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			
New Replacement Vehicles			

\*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:**

**SOURCE OF CAPITAL FUNDS:**

	<b>2007 Audited</b>	<b>2008 Estimated</b>	<b>2009 Planned</b>
<b>FEDERAL CAPITAL GRANTS</b>			
FTA Sec. 5309 (Sec. 3)			\$2,125.60
FAU Grants			
FTA Sec. 5307(Sec. 9)	\$509.40	\$1,918.40	\$3,619.00
Other Federal (Assume 80/20 match) (Specify source)			
<b>STATE CAPITAL GRANTS AND SUBVENTIONS</b>			
TDA (ART 4) current from unallocated			
TDA from prior years reserves	11.80		
TDA (ART 8)			
STA current from unallocated			
STA from prior years reserve	3.20		100.10
Other State (Specify)			
<b>LOCAL CAPITAL GRANTS</b>			
System Generated			
Fund Balance			524.00
Prop. A Local Return			
Prop. A Discretionary Carry Over			
Prop. C Discretionary			
Prop. C Local Return			
Prop. C 5% Security			
Prop. C Other (MOSIP)	106.30	479.60	465.02
Other Local (Specify)			
<b>TOTAL CAPITAL REVENUE</b>	<b>630.70</b>	<b>2,398.00</b>	<b>6,833.72</b>

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

**SOURCE OF OPERATING FUNDS:**

2007 Audited	2008 Estimated	2009 Planned
-----------------	-------------------	-----------------

**FEDERAL CASH GRANTS AND REIMBURSEMENTS**

FTA Sec. 5307 (Sec. 9) Operating	1,712.00	1,712.00	1,800.00
CMAQ (Operating)			

**STATE CASH GRANTS AND REIMBURSEMENTS**

TDA Current from unallocated	5,291.50	5,450.30	5,053.80
TDA Carryover - prior year	32.90	690.40	360.20
STA Current from unallocated	1,841.20	656.90	1,895.20
Other State (Specify)	428.00	428.00	450.00

**LOCAL CASH GRANTS AND REIMBURSEMENTS**

Passenger Fares	2,532.40	2,617.70	3,547.70
Special Transit Service	2.50	6.90	3.00
Auxiliary Transportation Revenues	161.40	203.60	200.70
Non-transportation Revenues	135.50	50.00	100.00
Prop. A %40 Discretionary	1,610.30	3,262.20	3,017.50
Prop. A %25 Local Return	2,359.50	2,349.10	2,391.90
Prop. A from Exchanges	100.00	200.00	100.00
BSIP	192.50	198.30	200.80
TSE	647.30	653.60	676.20
Base	579.90	597.30	605.00
Foothill Transit Zone Mitigation	122.70	126.30	179.40
MOSIP	367.40	375.00	
Fuel Increase Mitigation Allocation	335.80		
Prop. C %20 Local Return		193.40	1,254.00
Prop. C %5 Security	203.30	263.50	248.20
Other Local (Specify) Contributions from other Cities	305.70	454.20	672.80

<b>TOTAL OPERATING REVENUES</b>	18,961.80	20,488.70	22,756.40
<b>TOTAL OPERATING EXPENSES</b>	18,961.80	20,488.70	22,756.40

Table L - 5  
FY 2008 TPM - Audited Data

Annual Weekday	FAP Funded										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	MOSIP Ops: 21% 79.00%	Other Codes <sup>3</sup> Spcls		Other Codes <sup>3</sup> Sr Taxi
Total Vehicle Miles (000)	1072.2	409.5	78.7	1560.4	346.4	73.2	146.4	14.7	0.0	0.4	170.9	2312.4
Vehicle Service Miles (000)	1032.0	404.0	78.7	1514.7	122.2	72.1	144.5	14.5	0.0	0.4	170.9	2039.3
Total Vehicle Hours (000)	89.6	27.8	4.3	121.7	14.6	7.9	11.1	1.2	0.0	0.0	8.6	165.1
Vehicle Service Hours (000)	71.7	22.3	4.3	98.3	7.3	6.2	8.7	1.0	0.0	0.0	8.6	156.7
Peak Vehicles	29.2	9.2	11.2	49.6	12.0	2.1	3.5	-	-	-	15.8	83.0
Unlinked Passengers (000)	2885.1	749.4	21.2	3655.7	101.7	110.2	297.8	40.9	0.0	1.0	39.1	4246.4
Linked Passengers (000)	2705.1	700.1	21.2	3426.4	96.0	104.0	273.1	37.9	0.0	0.9	39.1	3977.4
Passenger Revenue \$ (000)	1465.0	487.1	21.3	1953.4	152.9	105.8	16.9	17.4	21.1	0.5	71.9	2339.9
Aux. Rev/Local Subs. \$ (000)	5230.9	1631.4	219.3	7081.6	469.0	205.2	662.4	75.0	0.0	1.9	456.4	8951.4
Op. Cost Less Depr. \$ (000)	10006.2	3133.7	248.5	13388.4	973.9	880.2	1293.6	141.3	0.0	3.4	532.4	17213.2
Full Time Equiv. Employees	81.1	26.0	4.9	112.0	10.4	6.3	10.5	1.3	1.4	0.0	11.0	152.9
Base Fare	\$ 0.50	\$ 0.75	\$ 1.00	\$ 1.25	\$ 1.50		\$ 0.5	\$ 0.5			\$ 1/\$3/\$5	

Total System: Including Annual Saturday, Sunday, Holiday, and Weekdays	FAP Funded										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	MOSIP <sup>3</sup> 21% 79.00%	Other Codes <sup>3</sup> Spcls		Other Codes <sup>3</sup> Sr Taxi <sup>5</sup>
Total Vehicle Miles (000)	1383.8	441.7	93.7	1919.2	368.0	73.2	177.3	19.1	10.5	0.4	211.9	2779.6
Vehicle Service Miles (000)	1338.7	435.8	93.7	1868.2	121.9	72.1	176.4	18.8	10.4	0.4	211.9	2480.1
Total Vehicle Hours (000)	105.2	32.7	5.1	143.0	14.6	7.9	12.5	1.5	1.8	0.0	10.5	191.8
Vehicle Service Hours (000)	104.8	32.3	5.1	142.2	7.3	6.3	12.4	1.4	1.7	0.0	10.5	181.8
Peak Vehicles	29.2	9.5	11.6	50.3	12.0	2.1	3.5	-	0.5	-	24.4	92.8
Unlinked Passengers (000)	3349.5	857.4	25.1	4232.0	101.7	110.2	333.5	48.3	35.1	1.0	47.7	4909.5
Linked Passengers (000)	3120.1	799.3	25.1	3944.5	96.0	104.0	322.6	45.6	32.8	0.9	47.7	4594.1
Passenger Revenue \$ (000)	1704.3	531.8	26.6	2262.7	152.9	105.8	22.7	19.8	24.3	0.443	90.1	2678.7
Aux. Rev/Local Subs. \$ (000)	6091.2	1898.8	228.0	8218.0	469.0	205.2	731.0	86.8	221.3	2.1	545.0	10478.4
Op. Cost Less Depr. \$ (000)	11857.0	3682.5	286.1	15805.6	973.9	880.2	1448.0	154.4	191.7	3.3	635.1	20092.1

<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: FEIMA, 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> Spcls includes Subscription, Contract, Special Events service.  
<sup>5</sup> Sr Taxi includes dedicated taxi program for senior citizen residents.

EZ Transit Pass

Agency	Boardings	Revenue
Torrance Transit	275,943	\$ 128,513.85
MAX	21,913	\$ 31,773.85

**Table L - 6**  
**PERFORMANCE AUDIT FOLLOW-UP**  
**OF RECOMMENDATIONS FROM THE LAST**  
**COMPLETED PERFORMANCE AUDIT**

**FY 06-08**

<b>PERFORMANCE AUDIT RECOMMENDED ACTIONS</b>	<b>OPERATOR PROGRESS TO DATE</b>
Develop a Strategic Business Plan	Torrance Transit has developed a Strategic Business Plan
Include MAX (Municipal Area Express) data in the annual financial audit	Staff has contacted the City Finance Department and will include MAX data in all future financial audits.

**Table L - 7  
CAPITAL PROJECT SUMMARY**

**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	1,800,000	450,000	2,250,000
Transit Enhancements	48,000	12,000	60,000
Bus Tire Replacement	120,000	30,000	150,000
Bus Replacement (7 buses)	2,506,584	1,839,176	4,345,760
Expansion HOT Lane Buses (4 buses)	2,096,000	524,000	2,620,000
Purchase (5) Relief Vehicles	120,000	30,000	150,000
Purchase (2) Service Vehicles	80,000	20,000	100,000
Maintenance/ Training Room Remodel	500,000	125,000	625,000
Maintenance Support Equipment (Fork lift/Bus Tractor)	64,000	16,000	80,000
Computer Hardware/ Software Upgrade	50,000	13,000	63,000
<b>Total</b>	<b>7,544,584</b>	<b>3,099,176</b>	<b>10,643,760</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	1,800,000	450,000	2,250,000
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 (2) Service Vehicles	50,000	12,500	62,500
<b>Total</b>	<b>8,466,000</b>	<b>2,116,500</b>	<b>10,582,500</b>

**FY 2011**

<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	1,800,000	450,000	2,250,000
Transit Enhancements	48,000	12,000	60,000
Bus Tire Replacement	120,000	30,000	150,000
Bus Replacement (10 buses)	4,400,000	1,100,000	5,500,000
<b>Total</b>	<b>6,528,000</b>	<b>1,632,000</b>	<b>8,160,000</b>

Section 3: APPENDIX

NTD RY 2007: A-30 MBDO



NTD ID: 2510 Agency Name: Terrace Transit District Report: RY 2007 Case Oct 7:28 Access: Oct. 17: 15:45  
 Form Name: Revenue Inventory (A-30) Model: VE Service: DC

a	b	c	d	e	f	g	h	i	j	k	m	n	o	p	q	r	s	t	u
RV ID	Disposed Feet	Vehicle Type	Ownership Code	Funding Source	Year of Mfg.	Year of Mfg. Rebuilt	Manufacturer Code	Make Name	Number of Active Vehicles in Feet	Number of Accessible Vehicles with 1990 ADA Compliance	Number of Emergency Response Vehicles	Fuel Type Code	Vehicle Length (Feet)	Seating Capacity	Standards Compliance	Total Active Vehicles in Feet	Average Miles per Vehicle per Year	Reports Other Vehicle Files	Case File
2843	2	07.BU	E.OCPA	1,JA	1996	0	GL	PHANTOM	3	2	0	24,DF	40	43	19	115,902	462,152	0	0
2844	2	07.BU	E.OCPA	1,JA	2000	0	GL	LOW_FLOOR	8	3	0	24,DF	40	26	19	416,865	286,722	0	0
2845	2	07.BU	E.OCPA	1,JA	1997	0	GL	PHANTOM	6	2	0	24,DF	40	43	19	247,387	419,466	0	0
2846	21	07.BU	E.OCPA	1,JA	1992	0	GL	PHANTOM	21	2	0	24,DF	40	46	19	702,352	569,834	0	0
2847	2	07.BU	E.OCPA	1,JA	1997	0	GL	PHANTOM	2	2	0	24,DF	40	46	19	72,123	583,284	0	0
2848	1	07.BU	E.OCPA	1,JA	2007	0	GB	HYBRID/VE	0	0	0	24,DF	40	21	16	0	0	0	0
2850	1	07.BU	E.OCPA	1,JA	2000	0	GL	LOW_FLOOR	11	1	0	24,DF	40	26	46	484,371	218,852	0	0
2851	2	07.BU	E.OCPA	1,JA	1992	0	GL	PHANTOM	0	2	2	24,DF	40	46	19	0	0	0	0
24									51	50	2					2,247,268			

Lines 1 - 8 of 8

NTD RY 2007: A-30 MBPT

NTD Internet Reporting - Report: RY 2007 Case 01 77:08 ACCESS COUNTY ISSUES  
 Agency Name: Fort St. Vrain  
 Mode: YE Service: PT  
 Form Name: Revenue Vehicle Inventory (A-30)

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u
RV ID	Year	Disposal	Vehicle Code	Ownership Code	Year of Manufacture	Year of Model	Manufacturer Code	Model Number	Number of Active Vehicles	Number of Accessible Vehicles	Number of Disabilities	Number of Disabilities	Number of Disabilities	Vehicle in Year	Seating Capacity	Category	Category	Category	Category	Category
2835	14	2	Yes	07.31	2000	2000	EDN	TRANSPARK	14	14	0	0	0	52	22	22	404.43	103.457	Case	
14																				

List 1 - 1 of 1

NTD RY 2007: A-30 DRPT

NTD Internet Reporting - Report: RY 2007 Case 011 7708 - Case Out: NTD ISSUES  
 Form Name: Revenue Inventory (A-30) Model: 2R Service: 2R

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u
Vehicle Code	Year of Manufacture																			
2843	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Lines 1 - 1 of 1

# FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT ID	FTIP STATUS	PROJECT TITLE	STATUS	IMPLEMENTING AGENCY	SYSTEM	TOTAL
LA000665	SCAG PENDING	LINE #8 - OPERATING SUBSIDY	Programmed	Torrance, City of	Transit	\$5,046
LA000666	SCAG PENDING	LINE #6 - BLUE LINE FEEDER SERVICE	Programmed	Torrance, City of	Transit	\$3,310
LA0D116	SCAG PENDING	REPLACEMENT OF HVAC SYSTEM AT TORRANCE TRANSIT FACILITY	Programmed	Torrance, City of	Transit	\$500
LA0B203	SCAG PENDING	PURCHASE OF SUPPORT EQUIPMENT - TIRES	Programmed	Torrance, City of	Transit	\$450
LAE0085	SCAG PENDING	ACQUISITION OF EPA AND CARB CERTIFIED LOW EMISSION REPLACEMENT BUSES	Programmed	Torrance, City of	Transit	\$6,508
LA0D11	SCAG PENDING	TRANSIT ENHANCEMENTS	Programmed	Torrance, City of	Transit	\$303
LA0D455	SCAG PENDING	RELIEF AND SUPERVISOR VEHICLES	Programmed	Torrance, City of	Transit	\$160
LA01B114	SCAG PENDING	BUS REHABILITATION	Programmed	Torrance, City of	Transit	\$358
LA01B115	SCAG PENDING	BUS SUPPORT EQUIPMENT	Programmed	Torrance, City of	Transit	\$1,160
LA0B204	SCAG PENDING	REPLACEMENT OF SUPPORT EQUIPMENT	Programmed	Torrance, City of	Transit	\$569
LA0D379	SCAG PENDING	AUTOMATIC VEHICLE LOCATOR (AVL). Software/Hardware Replacement & Upgrade of AVL	Programmed	Torrance, City of	Transit	\$250
LA0G060	SCAG PENDING	LACRD I-110 HOT lane operations - new transit services (Torrance).	Programmed	Torrance, City of	Transit	\$375
LA0G148	SCAG PENDING	Maintenance Shop Equipment	Programmed	Torrance, City of	Transit	\$1,200
LA0G210	Accepted	Bus Support Equipment	Programmed	Torrance, City of	Transit	\$80
LA0G193	Accepted	Computer Hardware/Software Upgrade	Programmed	Torrance, City of	Transit	\$60
LA0G216	Accepted	OPERATIONS TRAINING ROOM	In Progress - Deleted	Torrance, City of	Transit	\$63
LA0D385	Submitted			Torrance, City of	Transit	\$0
LAF1405	Accepted	Torrance Transit System - Fleet Modernization Project	Programmed	Torrance, City of	Transit	\$13,069
LA0D380	Submitted	HARDWARE AND SOFTWARE UPGRADE	In Progress - Programmed	Torrance, City of	Transit	\$40
LA0G145	SCAG PENDING	LACRD - 4 Buses for the I-110 Harbor Transitway (Torrance Transit).	Programmed	Torrance, City of	Transit	\$2,800
LA0D454	Submitted	ADMINISTRATIVE & OPERATION OFFICES	In Progress - Programmed	Torrance, City of	Transit	\$400
LA0G027	In Progress	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT	In Progress - Programmed	Torrance, City of	Transit	\$300
LA0G059	Accepted	Purchase (5) Relief Vehicles and (4) Service Vehicles	Programmed	Torrance, City of	Transit	\$350
LA0G199	Accepted	Bus System - Maintenance Facility	Programmed	Torrance, City of	Transit	\$150
LA0G200	Accepted	Wheelchair Straps	Programmed	Torrance, City of	Transit	\$130
LA0G131	In Progress	Underground Storage Tank Replacement	In Progress - Programmed	Torrance, City of	Transit	\$240
LA0G195	Accepted	Maintenance Area & Training Room Remodel	Programmed	Torrance, City of	Transit	\$625
LA0D386	Submitted	PURCHASE AND INSTALLATION OF DIESEL EXHAUST AFTER TREATMENT	In Progress - Completed	Torrance, City of	Transit	\$0
LA01B111	Accepted	BUS SYSTEM - PREVENTIVE MAINTENANCE	Programmed	Torrance, City of	Transit	\$13,060
LA01B112	Accepted	BUS SUPPORT EQUIPMENT (ENGINES AND TRANSMISSIONS)	Programmed	Torrance, City of	Transit	\$1,200