

Council Meeting of
October 27, 2009

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

Members of the Council:

SUBJECT: Transit - Approve Submission of Fiscal Year 2010-2012 Short Range Transit Plan.

Expenditure: N/A

RECOMMENDATION:

Recommendation of the Transit Director that City Council approve the Fiscal Year (FY) 2010-2012 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 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 2009-10 through FY 2011-12.

The Transit Department annually plans and programs capital projects several years in advance.

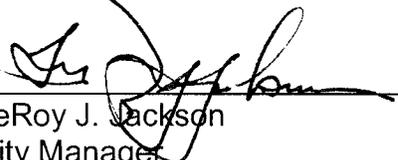
Because of this advanced planning, cost estimates listed in the capital summaries may change based on future economic, political or regulatory climates.

Respectfully submitted,



Kim Turner
Transit Director

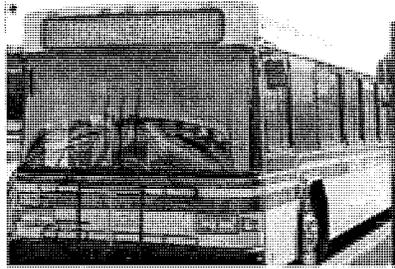
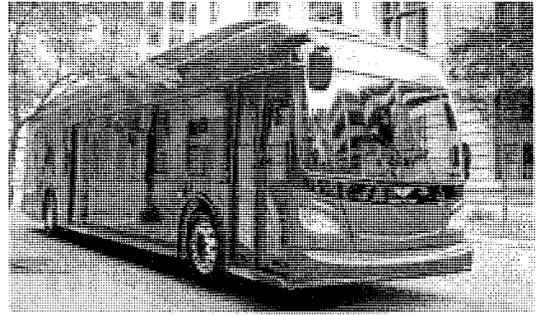
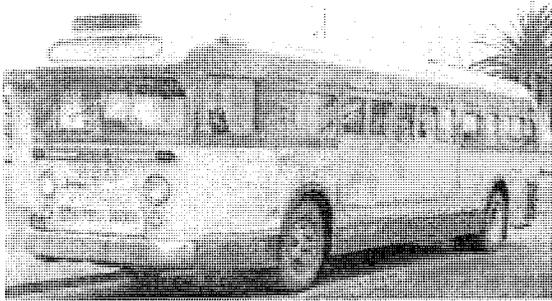
CONCUR:



LeRoy J. Jackson
City Manager

Attachments: A)FY2010-2012 Short Range Transit Plan

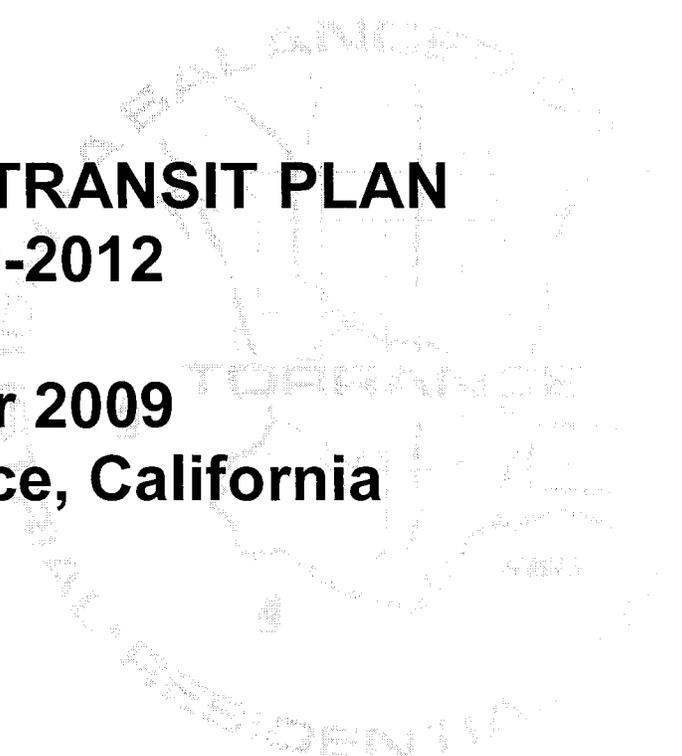
TORRANCE TRANSIT



70 Years of Dedicated Service...

SHORT RANGE TRANSIT PLAN FY2010-2012

**October 2009
City of Torrance, California**



CITY COUNCIL

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TRANSIT DIRECTOR

Kim Turner

TRANSIT MANAGERS

Administration

Jim Mills

Operations

Derick Mahome

Fleet Services

Art Estrada

Business

Eddie Harris

October 2009

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**SECTION 1
TRANSIT SYSTEM PROFILE**

INTRODUCTION

Message From the Director



In 1940, the City of Torrance established a fixed route transit system to oversee and assist in the commuting needs of its residents. Named the Torrance Transit System (TTS), this small municipal bus operator eventually grew into a fleet of fifty-two buses and eight fixed routes.

January of 2010 marks the 70th Anniversary for the Torrance Transit System!

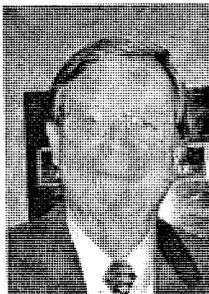
Entering our 8th decade of service, Transit continues to proudly serve the City of Torrance and our neighboring communities of the South Bay and Los Angeles County. With our eyes set upon the next 70 years, Transit is taking a proactive and futuristic approach in our short term and long term planning.

A Regional Transit Center, a hybrid powered “Greener” bus fleet, and other exciting projects are in development for the near future. Torrance Transit is proud to share our Short Range Transit Plan with you.

Thank you.

Kim Turner - Director
Torrance Transit System

Torrance Transit Management Team



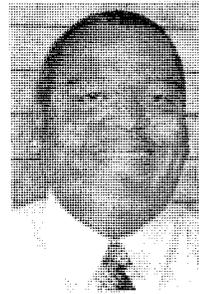
Jim Mills
Administration



Derick Mahome
Operations



Art Estrada
Maintenance



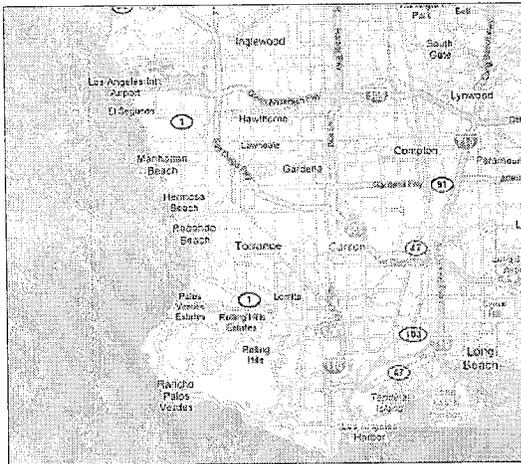
Eddie Harris
Business

AGENCY BACKGROUND

City of Torrance

With a population of 148,965 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 twice its residential population, with most travel patterns in the area focusing near Torrance City Hall. The Torrance Transit System is a Department within the City of Torrance.

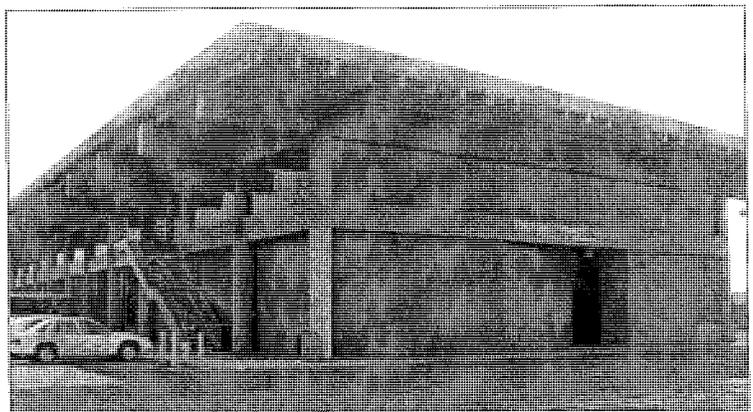
Fixed Route Transit System



The fixed-route system operates on routes that run along the major traffic corridors while also providing quality accessibility to all major transit generators in the area. Approximately two thirds of all routes and services operate outside of the City of Torrance itself, serving the neighboring 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.

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. All vehicles from the Department are fueled, repaired and stored at this facility, with current yard configurations allowing for a fleet of up to 60, full size transit buses.

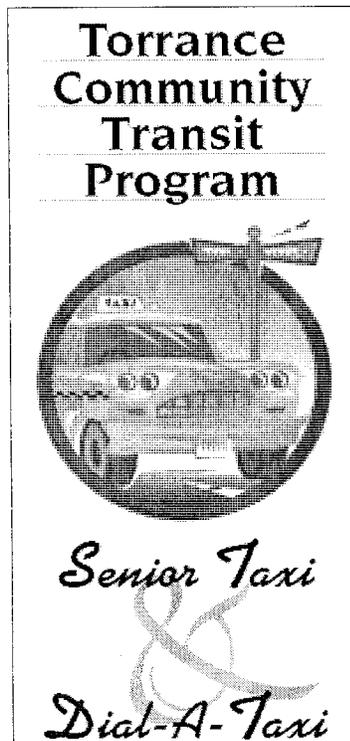


Commuter Service – Municipal Area Express (MAX)



Twenty years ago (in 1990), the City of Torrance, in cooperation with the cities of El Segundo, Lawndale, Lomita, Los Angeles, Rancho Palos Verdes, and Los Angeles County, created the Municipal Area Express (MAX) program. With Torrance as the lead agency, the MAX is a commuter service specifically designed to address the commuting needs of South Bay residents. Two fixed routes and one express route - operated during the morning and afternoon peak commuting hours - allows South Bay residents to quickly and conveniently travel to and from the El Segundo employment center.

Torrance Community Transit Program (TCTP)



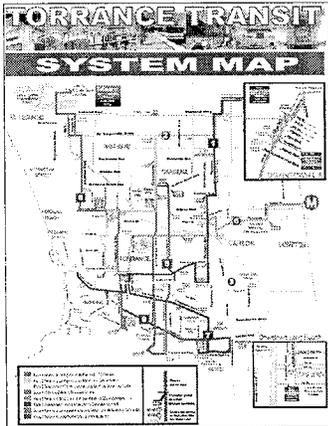
In 2003, Torrance Transit consolidated its Senior Taxi and Dial-A-Taxi Services under one umbrella program, the Torrance Community Transit Program (TCTP). The senior service, previously known as Senior Ride, began in 1989. The Dial-A-Taxi Service replaced the former Torrance Dial-A-Lift, a fleet of six 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.

The City contracts with three local taxi cab cooperatives to provide this round-the-clock service. As of July 1, 2007, 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.

**SECTION 2
DESCRIPTION OF SERVICES**

Torrance Transit Fixed Route

As a municipally operated transit system in the South Bay region of Los Angeles County, TTS directly operates a network of eight (8) fixed bus routes serving the City of Torrance with portions of routes (approximately 60%) also serving the neighboring cities of Carson, Compton, El Segundo, Gardena, Hawthorne, Lawndale, Lomita, Long Beach, Los Angeles, Manhattan Beach, Redondo Beach and the unincorporated areas of Los Angeles County. On average, TTS serves approximately 4.7 million riders per year at just under 22 million passenger miles annually on its fixed routes.



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

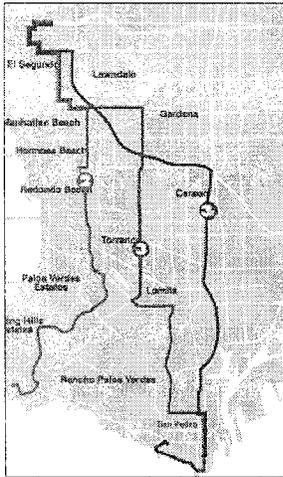
Torrance Transit System provides weekday service on eight fixed-routes.

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 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)



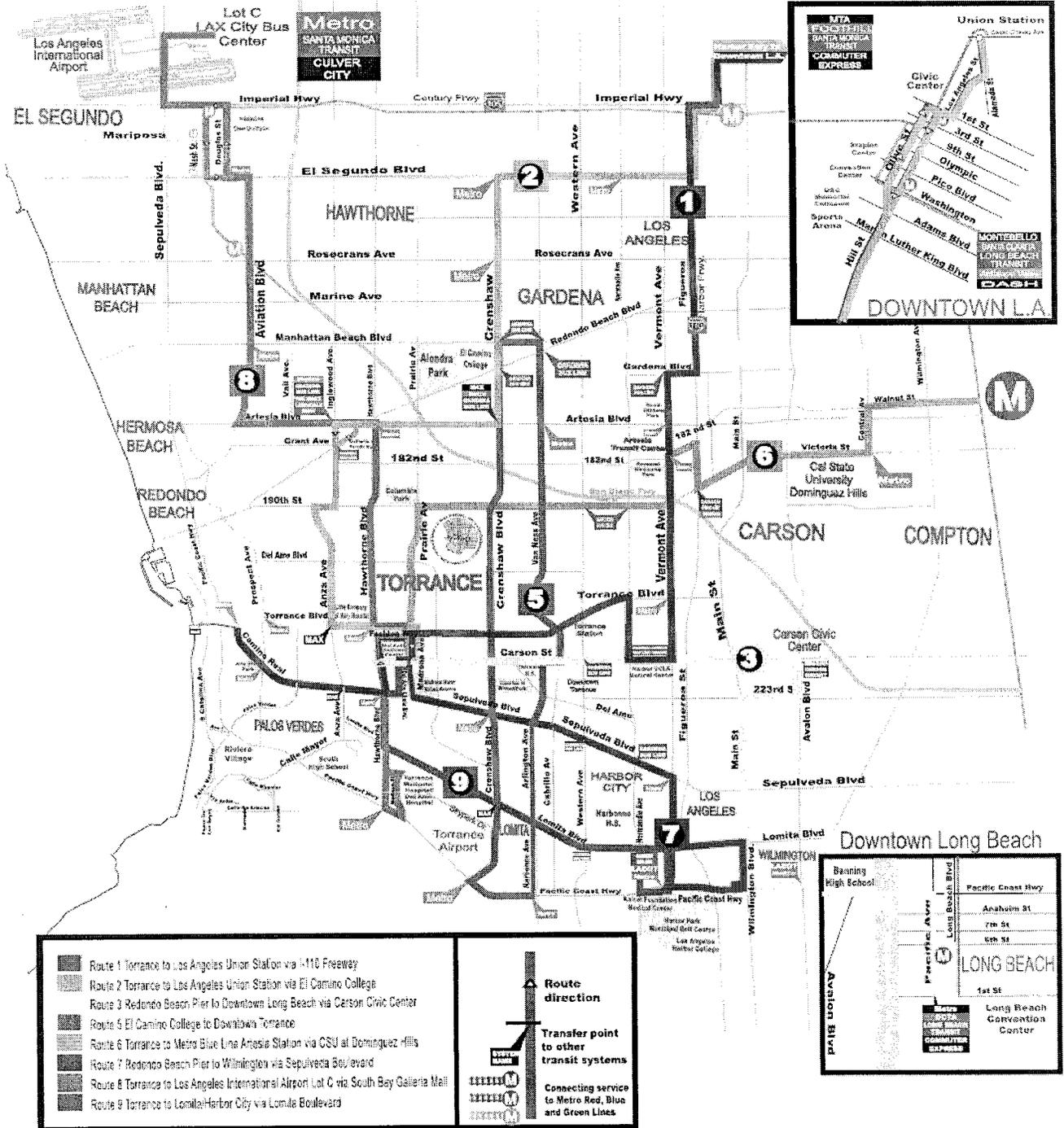
The Municipal Area Express (MAX) operates Monday through Friday during peak morning and afternoon hours. It does not run on weekends and major holidays. Line 2 runs from the Palos Verdes Peninsula to El Segundo from 6:10 am-8:27 am and 4:00 pm-6:46 pm. Line 3 runs from San Pedro to El Segundo from 5:20 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. Over 100,000 patrons utilize the MAX on an annual basis, with that number steadily increasing each year.

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. 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 MAP



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 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.
- 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 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 Gasoline Hybrid Buses beginning in Fiscal Year (FY) 2009/2010, and will continue through FY2014/15, until all of the buses in our fleet are converted to more environmentally friendly, alternative fueled vehicles.

TRANSIT IMPROVEMENTS: CURRENT AND FUTURE PROJECTS

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.

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 December 9, 2008, Transit received authorization from the City Council to change our fare structure. Implemented on January 5, 2009 the base fare for adult passengers was changed from \$0.50 to \$1.00. No changes were made to the fare for seniors and the disabled which remained at \$0.25, and a new fare of \$0.50 as well as a Monthly Pass were created for students.

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 hybrid buses. Staff will continue to monitor progression in technologies to reduce carbon emissions being emitted by the buses.

The buses will be built by New Flyer of America, Incorporated out of the facility in St. Cloud, Minnesota. Approximately 80% of the components used to build the buses will come from American companies. The first buses are scheduled to arrive in January of 2010. After a period of "sea trials" the buses will join the Transit fleet and begin serving the community in the Spring of 2010.

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 end of calendar 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 will 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 12 months of the demonstration period. The procurement process for the 4 expansion buses will be done by late 2009 to assure the implementation of the program in 2010.

TRANSIT IMPROVEMENTS

Re-Branding: Torrance Transit recently hired Janet Stancliff (of Projects Unlimited), Dan Dawson (of Santa Monica Big Blue Bus), and Daniel Estrada (of Lifted Research Group) to assist with our Marketing and Re-Branding project. Their combined expertise and experience in Re-Branding and Marketing ensures that we will have a successful campaign.

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.

Regional Transit Center: Capital funds from the latter years of the 1B Bond will also be used to contribute to the development of a Regional 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.

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.

Safety Harness/Fall Restraint System for Bus Repair: Torrance Transit will purchase a fall restraint system that will allow its mechanics and technicians to safely inspect and repair the new hybrid gasoline-electric buses that the agency is purchasing to modernize its bus fleet. The hybrid drive and propulsion system on these new vehicles are located on the roof of the buses.

Bus Replacement with Alternative Fuel:

Phase 1: Torrance Transit will replace 10 Gillig buses purchased in 1996 with gasoline hybrid buses. The replacement buses for this group have already been ordered. Seven of the buses in this order were purchased using American Recovery and Reinvestment Act (ARRA) funds.

Phase 1.a: Torrance will replace 12 Gillig buses purchased in 1993 with gasoline hybrid buses. The buses being purchased to replace the vehicles will be ordered in Spring of 2010 and delivered in Fall of 2010.

Phase 2: Torrance Transit will replace 10 Gillig buses purchased in the early 1990's. This will complete the replacement of all Gillig "Phantom" Buses in the Transit Fleet.

Phase 2.b: Torrance Transit will replace 14 buses purchased in the early 1990's that currently serve the MAX Fleet.

Phase 3: Torrance Transit will replace 12 Gillig buses purchased in 2000. These are the Low Floor Gillig Buses of the Transit Fleet

Phase 3.a: Torrance Transit will replace 8 Gillig buses purchased in 2002. These are the last of the Low Floor Gillig Buses of the Transit Fleet. This completes the Fleet Modernization Project.

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 2011. 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.

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 3
SYSTEM INFORMATION TABLES**

Table L - 1
Current Fare Structure: FY 2010

<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	\$1.00	\$1.50/\$2.00	\$1.00	\$5.00/\$3.00/\$1.00
Token	\$1.00	N/A	N/A	N/A
Senior	\$0.25	\$1.00	N/A	N/A
Disabled/Medicare	\$0.25	\$1.00	N/A	N/A
Student	\$0.50	N/A	N/A	N/A
College	N/A	N/A	N/A	N/A
Express - Specify Zone Structure *	\$1.00	2 (Line 3x)	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
Senior	\$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
Senior	N/A	N/A	N/A	N/A
Disabled/Medicare	N/A	\$20.00 (10)	N/A	N/A
<i>Passes</i>				
Regular	\$35.00	\$55.00	N/A	N/A
Senior	N/A	N/A	N/A	N/A
Disabled	N/A	N/A	N/A	N/A
Student	\$30.00	N/A	N/A	N/A
College	N/A	N/A	N/A	N/A
Express - Specify Zone Stamp *	\$65.00	\$65.00	N/A	N/A
<i>EZ Passes</i>				
Regular	\$70.00/\$88.00	N/A	N/A	N/A
Senior	\$35.00/\$44.50	N/A	N/A	N/A
Disabled	\$35.00/\$44.50	N/A	N/A	N/A
Student	N/A	N/A	N/A	N/A
College	N/A	N/A	N/A	N/A
Not Listed above (please describe)				

* - Premium charge to Downtown Los Angeles on Torrance Transit and Freeway service from San Pedro to El Segundo on MAX

** - Accepted on MAX

Table L - 2
FLEET INVENTORY AS OF JUNE 30, 2009

Year Built	Manuf.	Model	Seats	Length	Type of Fuel	Total Vehicles	Vehicles used for:		Nbn-ADA Vehicles in Active Service	ADA Vehicles in Active Service	Vehicles w/major Rehab
							Fixed Route Service	Demand Responsive Service			
1989*	GL	Phantom	48	40	D	2	2			0	
1991	GL	Phantom	48	40	D	2	2			2	
1992	GL	Phantom	48	40	D	21	21			21	
1996	GL	Phantom	43	40	D	3	3			3	
1997	GL	Phantom	43	40	D	6	6			6	
2000	GL	Low Floor	38	40	D	8	8			8	
2001	Orion	Hybridive	31	40	DE	1	1			0	
2002	GL	Low Floor	38	40	D	11	11			11	
2002**	El Dorado	Transmark	26	326'	D	14	14			14	
Total Number of Vehicles:						68	68			65	

*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 2008 Actual	FY 2009 Estimated	FY 2010 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			10

	DEMAND RESPONSIVE SERVICE		
	FY 2008 Actual	FY 2009 Estimated	FY 2010 Planned
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			

	SYSTEM TOTAL		
	FY 2008 Actual	FY 2009 Estimated	FY 2010 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			10

*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 AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF CAPITAL FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

MODE:

SOURCE OF CAPITAL FUNDS:

2008 Audited	2009 Estimated	2010 Planned
-----------------	-------------------	-----------------

FEDERAL CAPITAL GRANTS

FTA Sec. 5309 (Sec. 3)			
FAU Grants		2,125.60	
FTA Sec. 5307 (Sec. 9)	754.90	1,523.00	4,195.80
Other Federal (Assume 80/20 match) (Specify source)			

STATE CAPITAL GRANTS AND SUBVENTIONS

TDA (ART 4) current from unallocated			
TDA from prior years reserves			
TDA (ART 8)			
STA current from unallocated			
STA from prior years reserve		100.10	
Other State (Specify)			

LOCAL CAPITAL GRANTS

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 (Specify)			
Other Local (Specify)	161.70	465.00	772.00

TOTAL CAPITAL REVENUE	916.60	4,213.70	4,967.80
TOTAL CAPITAL EXPENSES	916.60	4,213.70	4,967.80

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

SOURCE OF OPERATING FUNDS:

2008 Audited	2009 Estimated	2010 Planned
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FEDERAL CASH GRANTS AND REIMBURSEMENTS

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

STATE CASH GRANTS AND REIMBURSEMENTS

TDA Current from unallocated	5,361.40	5,053.80	4,362.90
TDA Carryover-prior year	375.40	99.90	288.80
STA Current from unallocated	1,048.70	1,895.20	
Other State (Specify) local match for Preventive Maintenance	428.00	450.00	450.00

LOCAL CASH GRANTS AND REIMBURSEMENTS

Passenger Fares	2,670.90	3,547.70	3,761.70
Special Transit Service	0.60	3.00	3.00
Charter Service Revenues			
Auxiliary Transportation Revenues	206.70	200.70	200.70
Non-transportation Revenues	243.70	100.00	100.00
Prop. A %40 Discretionary	3,055.10	3,017.50	3,215.70
Prop. A %25 Local Return	2,349.80	2,391.90	2,391.90
Prop. A from Exchanges	200.00	100.00	388.50
Foothill Transit Zone Mitigation	160.30	179.40	113.20
BSIP	197.20	200.80	204.70
TSE	694.50	676.20	688.60
Base	594.10	605.00	616.80
MOSIP	161.90	260.30	538.90
Measure R			1,058.60
Prop. A Interest			297.20
Prop. C Interest			528.50
Prop. C %40 Discretionary			
Prop. C %20 Local Return	193.40	1,254.00	965.50
Prop. C %5 Security	203.10	248.20	221.20
Prop. C Other (Fuel Increase Mitigation Allocation)			
Other Local (Specify) Contributions from other Cities	351.90	672.80	672.80

TOTAL OPERATING REVENUES	20,208.70	22,756.40	22,869.20
TOTAL OPERATING EXPENSES	20,208.70	22,756.40	22,869.20

TABLE L-5(A) FY 2008 TFM- Audited Data

Agency Name: Torrance Transit System

Prepared by: James Lee

Date: Feb. 24, 2009

Phone: (310) 781-6924

Email: jameslee@torranceca.gov

Annual Weekday	FAP Funded				Non FAP Funded								System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	BSP	MOSIP Ops: 21% 79.00%	Other Codes ³ Spds	Other Codes ³ Sr Taxi		
Total Vehicle Miles (000)	1073.1	409.5	78.7	1561.3	346.4	73.2	146.4	14.7	0.0	0.4	170.9	2313.3	
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)	91.1	28.8	4.3	124.2	14.6	8.2	11.6	1.2	0.0	0.0	8.6	168.4	
Vehicle Service Hours (000)	71.6	22.3	4.3	98.2	7.3	6.3	8.7	1.0	0.0	26.6	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	271.5	36.1	0.0	0.9	39.1	3974.0	
Passenger Revenue \$ (000)	1465.0	467.1	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)	7077.3	2164.3	219.3	9460.9	821.0	759.7	983.9	93.9	116.1	1.9	456.4	12693.8	
Op. Cost Less Depr. \$ (000)	10006.2	3133.7	248.5	13388.4	973.9	882.2	1293.6	141.3	0.0	3.4	532.4	17215.2	
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 Saturday, Sunday, Holiday	FAP Funded				Non FAP Funded								System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	BSP	MOSIP ³ 21% 79.00%	Other Codes ⁴ Spds	Other Codes ⁵ Sr Taxi		
Total Vehicle Miles (000)	1294.4	413.5	91.7	1799.6	346.4	73.2	164.5	19.0	10.5	0.4	211.9	2625.5	
Vehicle Service Miles (000)	1243.2	408.2	91.7	1743.1	122.2	72.1	163.6	18.8	10.4	0.4	211.9	2342.5	
Total Vehicle Hours (000)	104.2	32.1	5.1	141.4	14.6	8.2	14.4	1.5	1.8	0.0	10.5	192.4	
Vehicle Service Hours (000)	83.7	26.2	5.1	115.0	7.3	6.3	11.5	1.4	1.7	26.6	10.5	180.3	
Peak Vehicles	29.0	9.1	11.6	49.7	12.0	2.1	3.3	-	0.5	-	24.4	92.0	
Unlinked Passengers (000)	3325.4	851.4	25.1	4201.9	101.7	110.2	330.5	47.3	34.1	1.0	47.7	4874.4	
Linked Passengers (000)	3120.1	799.3	25.1	3944.5	96.0	104.0	322.6	44.6	31.9	0.9	47.7	4592.2	
Passenger Revenue \$ (000)	1689.8	522.0	43.2	2255.0	152.9	105.8	22.7	19.8	24.2	0.4	90.1	2670.9	
Aux. Rev/Local Subs. \$ (000)	10038.7	3069.9	242.9	13351.5	821.0	759.7	1395.6	132.9	164.8	2.8	534.2	17162.5	
Op. Cost Less Depr. \$ (000)	11959.5	3669.4	286.1	15915.0	973.9	882.2	1449.9	155.7	192.7	3.3	636.1	20208.8	

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

² Dedicated Funding includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.

³ MOSIP used for both operating and capital match in FY 08

⁴ Spds includes Subscription, Contract, Special Events service.

⁵ 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 5B FY 2009 TSM - Estimated

Agency Name: Torrance Transit System
 Prepared by: James Lee
 Date: Feb. 24, 2009
 Phone: (310) 781-6924
 Email: jameslee@torranceca.gov

Annual Weekday	FAP Funded				Non FAP Funded								System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	ESIP	MOSIP Ops: 21% 79.00%	Other Codes ³ Spots	Other Codes ³ Sr Taxi		
Total Vehicle Miles (000)	1094.6	417.7	80.3	1592.5	353.3	74.7	149.3	15.0	0.0	0.4	174.3	2359.6	
Vehicle Service Miles (000)	1052.6	412.1	80.3	1545.0	124.6	73.5	147.4	14.8	0.0	0.4	174.3	2080.1	
Total Vehicle Hours (000)	92.9	29.4	4.4	126.7	14.9	8.4	11.8	1.2	0.0	0.0	8.8	171.8	
Vehicle Service Hours (000)	73.0	22.7	4.4	100.2	7.4	6.4	8.9	1.0	0.0	27.1	8.8	159.8	
Peak Vehicles	29.8	9.4	11.4	50.6	12.2	2.1	3.6	-	-	-	15.8	84.3	
Unlinked Passengers (000)	2942.8	764.4	21.6	3728.8	103.7	112.4	303.8	41.7	0.0	1.0	39.1	4330.5	
Linked Passengers (000)	2759.2	714.1	21.6	3494.9	97.9	106.1	276.9	36.8	0.0	0.9	39.1	4052.7	
Passenger Revenue \$ (000)	1494.3	476.4	21.7	1992.5	156.0	107.9	17.2	17.7	21.5	0.5	73.3	2386.7	
Aux. Rev/Local Subs. \$ (000)	7218.8	2207.6	223.7	9650.1	837.4	774.9	1003.6	95.8	118.4	1.9	465.5	12947.7	
Op. Cost Less Depr. \$ (000)	10206.3	3196.4	253.5	13656.2	993.4	899.8	1319.4	144.2	0.0	3.5	543.0	17559.5	
Full Time Equiv. Employees	82.7	26.5	5.0	114.2	10.6	6.4	10.7	1.3	1.4	0.0	11.2	156.0	
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				Non FAP Funded								System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	ESIP	MOSIP ³ 21% 79.00%	Other Codes ⁴ Spots	Other Codes ⁵ Sr Taxi		
Total Vehicle Miles (000)	1320.3	421.8	93.5	1835.6	353.3	74.7	167.8	19.4	10.7	0.4	216.1	2678.0	
Vehicle Service Miles (000)	1268.1	416.4	93.5	1778.0	124.6	73.5	166.9	19.2	10.6	0.4	216.1	2389.4	
Total Vehicle Hours (000)	106.3	32.7	5.2	144.2	14.9	8.4	14.7	1.5	1.8	0.0	10.7	196.2	
Vehicle Service Hours (000)	85.4	26.7	5.2	117.3	7.4	6.4	11.7	1.4	1.7	27.1	10.7	183.9	
Peak Vehicles	29.6	9.3	11.8	50.7	12.2	2.1	3.4	0.0	0.5	0.0	24.9	93.8	
Unlinked Passengers (000)	3391.9	868.4	25.6	4285.9	103.7	112.4	337.1	48.2	34.8	1.0	48.7	4971.9	
Linked Passengers (000)	3182.5	815.3	25.6	4023.4	97.9	106.1	329.1	45.5	32.5	0.9	48.7	4684.1	
Passenger Revenue \$ (000)	1723.6	532.4	44.1	2300.1	156.0	107.9	23.2	20.2	24.7	0.4	91.9	2724.3	
Aux. Rev/Local Subs. \$ (000)	10239.5	3131.3	247.8	13618.5	837.4	774.9	1423.5	135.6	168.1	2.9	544.9	17505.8	
Op. Cost Less Depr. \$ (000)	12198.7	3742.8	291.8	16233.3	993.4	899.8	1478.9	158.8	196.6	3.4	648.8	20613.0	

¹ Included Dial-A-Ride only includes operations that historically have been included in the FAP calculations.
² Dedicated Funding includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.
³ MOSIP used for both operating and capital match in FY 08
⁴ Spots includes Subscription, Contract, Special Events service.
⁵ Sr Taxi includes dedicated taxi program for senior citizen residents.

EZ Transit Pass

Agency	Boardings	Revenue
Torrance Transit	278,708	\$ 129,799.25
MAX	22,132	\$ 32,092.85

TABLE 5(C) FY 2010 TTM - Planned

Agency Name: Torrance Transit System
 Prepared by: James Lee
 Date: Feb. 24, 2009
 Phone: (310) 781-6924
 Email: jameslee@torranceca.gov

Annual Weekday	FAP Funded				Non FAP Funded								System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	ESIP	MOSIP Ops: 21% 79.00%	Other Codes ³ Spds	Other Codes ³ Sr Taxi		
Total Vehicle Miles (000)	1094.6	417.7	80.3	1592.5	353.3	74.7	149.3	15.0	0.0	0.4	174.3	2359.6	
Vehicle Service Miles (000)	1052.6	412.1	80.3	1545.0	124.6	73.5	147.4	14.8	0.0	0.4	174.3	2080.1	
Total Vehicle Hours (000)	92.9	29.4	4.4	126.7	14.9	8.4	11.8	1.2	0.0	0.0	8.8	171.8	
Vehicle Service Hours (000)	73.0	22.7	4.4	100.2	7.4	6.4	8.9	1.0	0.0	27.1	8.8	159.8	
Peak Vehicles	29.8	9.4	11.4	50.6	12.2	2.1	3.6	-	-	-	15.8	84.3	
Unlinked Passengers (000)	2942.8	764.4	21.6	3728.8	103.7	112.4	303.8	41.7	0.0	1.0	39.1	4330.5	
Linked Passengers (000)	2759.2	714.1	21.6	3494.9	97.9	106.1	276.9	36.8	0.0	0.9	39.1	4052.7	
Passenger Revenue \$ (000)	1494.3	476.4	21.7	1992.5	156.0	107.9	17.2	17.7	21.5	0.5	73.3	2386.7	
Aux. Rev/Local Subs. \$ (000)	7218.8	2207.6	223.7	9650.1	837.4	774.9	1003.6	96.8	118.4	1.9	465.5	12947.7	
Op. Cost Less Depr. \$ (000)	10206.3	3196.4	253.5	13656.2	993.4	899.8	1319.4	144.2	0.0	3.5	543.0	17559.5	
Full Time Equiv. Employees	82.7	26.5	5.0	114.2	10.6	6.4	10.7	1.3	1.4	0.0	11.2	156.0	
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				Non FAP Funded								System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	TSE MAX	TSE Line 6	Base Restructuring Line 8 to LAX	ESIP	MOSIP ³ 21% 79.00%	Other Codes ⁴ Spds	Other Codes ⁵ Sr Taxi		
Total Vehicle Miles (000)	1320.3	421.8	93.5	1835.6	353.3	74.7	167.8	19.4	10.7	0.4	216.1	2678.0	
Vehicle Service Miles (000)	1268.1	416.4	93.5	1778.0	124.6	73.5	166.9	19.2	10.6	0.4	216.1	2389.4	
Total Vehicle Hours (000)	106.3	32.7	5.2	144.2	14.9	8.4	14.7	1.5	1.8	0.0	10.7	196.2	
Vehicle Service Hours (000)	85.4	26.7	5.2	117.3	7.4	6.4	11.7	1.4	1.7	27.1	10.7	183.9	
Peak Vehicles	29.6	9.3	11.8	50.7	12.2	2.1	3.4	0.0	0.5	0.0	24.9	93.8	
Unlinked Passengers (000)	3391.9	868.4	25.6	4285.9	103.7	112.4	337.1	48.2	34.8	1.0	48.7	4971.9	
Linked Passengers (000)	3182.5	815.3	25.6	4023.4	97.9	106.1	329.1	45.5	32.5	0.9	48.7	4684.1	
Passenger Revenue \$ (000)	1723.6	532.4	44.1	2300.1	156.0	107.9	23.2	20.2	24.7	0.4	91.9	2724.3	
Aux. Rev/Local Subs. \$ (000)	10239.5	3131.3	247.8	13618.5	837.4	774.9	1423.5	135.6	168.1	2.9	544.9	17505.8	
Op. Cost Less Depr. \$ (000)	12198.7	3742.8	291.8	16233.3	993.4	899.8	1478.9	158.8	196.6	3.4	648.8	20613.0	

¹ Included Dial-A-Ride only includes operations that historically have been included in the FAP calculations.
² Dedicated Funding includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.
³ MOSIP used for both operating and capital match in FY 08
⁴ Spds includes Subscription, Contract, Special Events service.
⁵ Sr Taxi includes dedicated taxi program for senior citizen residents.

EZ Transit Pass

Agency	Boardings	Revenue
Torrance Transit	278,708	\$ 129,799.25
MAX	22,132	\$ 32,092.85

Table L - 6
PERFORMANCE AUDIT FOLLOW-UP
OF RECOMMENDATIONS FROM THE LAST
COMPLETED PERFORMANCE AUDIT
FY 06-08

PERFORMANCE AUDIT RECOMMENDED ACTIONS	OPERATOR PROGRESS TO DATE
Develop a Strategic Business Plan	Torrance Transit has developed a Strategic Business Plan.
Include Municipal Area Express (MAX) 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 2010

Project Name	Funding Source Federal	State Local	Total Project Cost
Preventive Maintenance (20% Local Match)	\$1,800,000	\$450,000	\$2,250,000
Purchase of Three (3) Forty Foot Buses (10% Local Match)	\$1,995,768	\$221,752	\$2,217,520
Automatic Vehicle Locator System Phase II (20% Local Match)	\$400,000	\$100,000	\$500,000
TOTAL	\$4,195,768	\$771,752	\$4,967,520

FY 2011

Project Name	Funding Source Federal	State Local	Total Project Cost
Engines and Transmissions	\$160,000	\$40,000	\$200,000
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
Purchase of Eight (8) Forty Foot Buses (20% Local Match)	\$4,160,000	\$1,040,000	\$5,200,000
Purchase of two (2) service vehicles (20% Local Match)	\$80,000	\$20,000	\$100,000
Preventive Maintenance	\$1,800,000	\$450,000	\$2,250,000
TOTAL	\$6,418,000	\$1,602,000	\$8,020,000

FY 2012

Project Name	Funding Source Federal	State Local	Total Project Cost
Engines and Transmissions	\$160,000	\$40,000	\$200,000
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
Purchase of two (2) service vehicles (20% Local Match)	\$80,000	\$20,000	\$100,000
Preventive Maintenance	\$1,800,000	\$450,000	\$2,250,000
Purchase of Twelve (12) Forty Foot Buses (20% Local Match)	\$6,240,000	\$1,560,000	\$7,800,000
TOTAL	\$8,498,000	\$2,122,000	\$10,620,000

**SECTION 4
APPENDIX**

NTD RY 2008: A-30 MBDO

NTD Internal Reporting

NTD ID: 8010 Agency Name: Torrance Transit System Report: RY 2008 Close Out 7/7/09 :Close Out
 Form Name: Revenue Vehicle Inventory(A-30) Mode: MB Service: DO

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	
RVIID	Number of Vehicles in Total Fleet	Dedicated Fleet	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 Accessible Vehicles with Lifts (ADA)	Number of Americans with Disabilities Act of 1990 (ADA) Accessible Vehicles with Ramps/Low Floor	Number of 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.OOPA	1.UA	1998	0	GIL	PHANTOM	3	3	0	0	04.DF	40	43	19	85,570	490,708	Select	<input type="checkbox"/>
2844	8	2 Yes	07.BU	5.OOPA	1.UA	2000	0	GIL	LOW FLOOR	8	0	8	0	04.DF	40	38	19	390,002	346,542	Select	<input type="checkbox"/>
2845	6	2 Yes	07.BU	5.OOPA	1.UA	1997	0	GIL	PHANTOM	6	6	0	0	04.DF	40	43	19	242,213	469,834	Select	<input type="checkbox"/>
2846	21	2 Yes	07.BU	5.OOPA	1.UA	1992	0	GIL	PHANTOM	21	21	0	0	04.DF	40	48	19	686,878	595,750	Select	<input type="checkbox"/>
2847	2	2 Yes	07.BU	5.OOPA	1.UA	1991	0	GIL	PHANTOM	2	2	0	0	04.DF	40	48	19	68,366	622,442	Select	<input type="checkbox"/>
2849	1	2 Yes	07.BU	5.OOPA	1.UA	2001	0	OBI	HYBRIDRIVE	0	0	0	0	05.DU	40	31	15	0	0	Select	<input type="checkbox"/>
2850	11	2 Yes	07.BU	5.OOPA	1.UA	2002	0	GIL	LOW FLOOR	11	0	11	0	04.DF	40	38	46	542,858	288,420	Select	<input type="checkbox"/>
2851	2	2 Yes	07.BU	5.OOPA	1.UA	1989	0	GIL	PHANTOM	0	0	0	2	04.DF	40	48	19	0	0	Select	<input type="checkbox"/>
	54									51	32	19	2					1,995,875			

Lines 1 - 8 of 8

NTD RY 2008: A-30 MBPT



NTD ID: 8010 Agency Name: Torrance Transit System Report: RY 2008 Close Out 7/7/09 :Close Out

Form Name: Revenue Vehicle Inventory (A30) Mode: MB Service: PT

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	
RV#ID	Number of Vehicles in Total Fleet	Dedicated Fleet	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 Accessible Vehicles with Lifts	Number of Americans with Disabilities Act of 1990 Accessible Vehicles with Ramps / Low Floor	Number of Emergency Vehicles	Fuel Type Code	Vehicle Length (in feet)	Seating Capacity	Standing Capacity	Total Miles on Active Vehicles	Average Lifetime Miles	Supports Another Vehicle Mode	Delete Vehicle Fleet
2633	14	2 Yes	07 BU	5 OOPA	1 UA	2002	0	EDW	TRANSMARK	14	14	0	0	04 DF	33	26	20	384,939	150,952	Select	<input type="checkbox"/>
	14									14	14	0	0					384,939			

Lines 1 - 1 of 1

NTD RY 2008: A-30 DRPT

NTD Internet Reporting

NTD ID: 9010 Agency Name: Torrance Transit System Report: RY 2008 Close Out 7/7/08 :Close Out
 Form Name: Revenue Vehicle Inventory(A-30) Mode: DR Service: PT

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u				
RV#	Number of Vehicles in Total Fleet	Dedicated Fleet	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 Accessible Vehicles with Lifts	Number of Americans with Disabilities Act of 1990 Accessible Vehicles with Ramps/Low Floor	Number of Emergency Contingency Vehicles	Fuel Type Code	Vehicle Length (in feet)	Seating Capacity	Standing Capacity	During the Period	Total Miles on Active Vehicles	Average Lifetime	Miles per Active Vehicle	Support Another Mode	Delete Vehicle Fleet	
2840	50	1.No	03.TS	6.DOPE	5.NFPE			Select		50	0	0		09.GA		4						Select	<input type="checkbox"/>	
	50									50	0	0												

Lines 1 - 1 of 1

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

<u>LA0G148</u>	08-01	SCAG PENDING	LACRD - I-110 HOT LANE OPERATIONS - NEW TRANSIT SERVICES. (RTP# 1TR204)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$1,200
<u>LA0G193</u>	08-02	APPROVED	PURCHASE AND REPLACEMENT OF BRAKE LATHE.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$60
<u>LA0G059</u>	08-02	APPROVED	PURCHASE (5) RELIEF VEHICLES AND (4) SERVICE VEHICLES TO REPLACE EXISTING VEHICLES THAT HAVE REACHED THE END OF THEIR USEFUL SERVICE LIFE.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$350
<u>LA0G210</u>	08-02	APPROVED	PURCHASE AND REPLACEMENT OF MAINTENANCE EQUIPMENT: FORK LIFT AND BUS TRACTOR	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$80
<u>LA0G195</u>	08-02	APPROVED	REMODEL TRAINING ROOM AND MAINTENANCE AREA	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$625
<u>LA0G145</u>	08-01	SCAG PENDING	LACRD - 4 BUSES FOR THE I-110 HARBOR TRANSITWAY HOT LANE(TORRANCE TRANSIT). (RTP# 1TR204)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$2,800
<u>LA0G199</u>	08-02	APPROVED	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT, HOIST (1)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$150
<u>LA0D380</u>	11-00	ACCEPTED	HARDWARE AND SOFTWARE UPGRADE-FUEL DISPENSING/MONITORING	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$8
<u>LA01B112</u>	08-02	APPROVED	BUS SUPPORT EQUIPMENT (ENGINES AND TRANSMISSIONS)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$400
<u>LA0G200</u>	08-02	APPROVED	WHEELCHAIR STRAPS FOR BUS FLEET	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$130
<u>LA0D385</u>	11-00	ACCEPTED	OPERATIONS TRAINING ROOM MODIFICATIONS	DELETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LAES133</u>	08-15	APPROVED	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.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$4,522
<u>LA0G358</u>	11-00	SUBMITTED	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT.	IN PROGRESS - PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$13,500
<u>LAE0085</u>	08-17	APPROVED	ACQUISITION OF EPA AND CARB CERTIFIED LOW EMISSION REPLACEMENT BUSES, SAFETEA-LU ID NO. 85	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$1,329
<u>LA01B111</u>	11-00	ACCEPTED	BUS SYSTEM - PREVENTIVE MAINTENANCE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$6,750
<u>LA0G060</u>	11-00	DENIED	SOFTWARE/HARDWARE REPLACEMENT & UPGRADE OF AUTOMATIC VEHICLE LOCATOR (AVL).	IN PROGRESS - PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$600
<u>LA0D11</u>	11-00	DENIED	TRANSIT - ENHANCEMENTS	IN PROGRESS - PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$84
<u>LA0B203</u>	11-00	ACCEPTED	PURCHASE OF SUPPORT EQUIPMENT - TIRES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$300
<u>LA0G216</u>	11-00	ACCEPTED	COMPUTER HARDWARE AND SOFTWARE UPGRADE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$126
<u>LAF3438</u>	11-00	ACCEPTED	TORRANCE TRANSIT SYSTEM FLEET MODERNIZATION PROJECT PHASE 3. REPLACE SIX (6) DIESEL BUSES WITH HYBRID GASOLINE ELECTRIC BUSES.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$2,395
<u>LA0D454</u>	11-00	DENIED	REHAB TRANSIT ADMINISTRATIVE AND OPERATIONS OFFICES	IN PROGRESS - PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D386</u>	11-00	ACCEPTED	PURCHASE AND INSTALLATION OF DIESEL EXHAUST AFTER TREATMENT DEVICES ON 14 MUNICIPAL AREA EXPRESS (MAX) BUSES	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA000665</u>	08-00	APPROVED	LINE #8 - OPERATING SUBSIDY	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$614
<u>LA0D381</u>	08-00	APPROVED	BUS SYSTEM-MAINTENANCE FACILITY EQUIPMENT-HOIST (1)	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D379</u>	08-00	APPROVED	AUTOMATIC VEHICLE LOCATOR (AVL) PROJECT-PHASE 2	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D378</u>	08-00	APPROVED	TRANSIT-ADMINISTRATION EQUIPMENT-PHOTOCOPIER	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0B204</u>	08-00	APPROVED	REPLACEMENT OF SUPPORT EQUIPMENT - FAREBOXES FOR THE UNIVERSAL FARE SYSTEM	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0

<u>LA01B117</u>	08-00	APPROVED	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT (HOISTS)	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA01B115</u>	08-00	APPROVED	BUS SUPPORT EQUIPMENT - ITS HARDWARE AND SOFTWARE REPLACEMENT	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA01B114</u>	08-00	APPROVED	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)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0G027</u>	08-00	APPROVED	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT (BUS WASHER AND HEAVY DUTY VACUUM)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D384</u>	08-00	APPROVED	BUS SUPPORT EQUIPMENT-DIESEL EXHAUST NOX AFTER-TREATMENT DEVICES (50)	COMPLETED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA0D116</u>	08-00	APPROVED	REPLACEMENT OF HVAC SYSTEM AT TORRANCE TRANSIT FACILITY	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LA000666</u>	08-00	APPROVED	LINE #6 - BLUE LINE FEEDER SERVICE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$550
<u>LA0D455</u>	08-00	APPROVED	REPLACE RELIEF AND SUPERVISOR VEHICLES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF	\$0
<u>LAF1405</u>	08-02	APPROVED	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION PROJECT. FUND TWENTY (20)HYBRID/GASOLINE BUSES TO REPLACE EXISTING DIESEL VEHICLES.	PROGRAMMED	TRANSIT		