



70 Years of Dedicated Service to the Community...

SHORT RANGE TRANSIT PLAN FY2010-2012

**October 2010
City of Torrance, California**



CITY COUNCIL

Frank Scotto
Mayor

Gene Barnett

Cliff Numark

Tom Brewer

Susan M. Rhilinger

Pat Furey

Bill Sutherland

CITY CLERK

Sue Herbers

CITY TREASURER

Dana Cortez

CITY MANAGER

LeRoy J. Jackson

ASSISTANT CITY MANAGER

Mary Giordano

TRANSIT DIRECTOR

Kim Turner

TRANSIT MANAGERS

Administration

Jim Mills

Fleet Services

Art Estrada

Operations

Eddie Harris

October 2010

TABLE OF CONTENTS

Section 1. TRANSIT SYSTEM PROFILE	Page
Introduction/Message from the Director	1
Agency Background	2
 Section 2. DESCRIPTION OF SERVICES	
Torrance Transit Fixed Route	5
Commuter Service – Municipal Area Express (MAX)	6
Torrance Community Transit Program (TCTP) Senior and Disabled	6
Torrance Transit Route Map	7
Torrance Transit Goals and Objectives	8
Transit Improvements: Current and Future Programs	9
Regional Transit Center	9
Changes to the Fare Structure of the Torrance Transit System	9
Changes to the Fare Structure of the Municipal Area Express (MAX)	9
Fleet Upgrade Strategies	10
Bus Modernization	10
Los Angeles Regional Congestion Reduction Demonstration Program	10
Transit Improvements	10
Rapid Bus Line	12
ADA Operator Compliance Update	12
FTA Comments	12
 Section 3. SYSTEM INFORMATION TABLES	
Table L-1 Current Fare Structure: FY 2011	14
Table L-2 Fleet Inventory: June 30, 2010	15
Table L-3 Historical & Projected Fleet Characteristics Local and Express Fixed Route, MAX and Demand Response, and Systemwide	16
Table L-4 Historical and Projected Financial Status (A) Source and Application of Capital Funds (FY 2009, 2010 and 2011)	17
(B) Source and Application of Operating Funds (FY 2009, 2010 and 2011)	18
Table L-5 TPM / TDA Report Forms (A) FY 2009 Audited	19
Table L-6 Performance Audit Follow-up (FY2007/2009)	20
Table L-7 Capital Projects Summary (FY 2010 – 2012)	21
 Section 4. APPENDIX	
Transportation Improvement Program (TIP) Project Information Sheets (FY 2006/2007 – 2010/2011)	23-24
NTD Form A-30 Revenue Vehicle Inventory	25

**SECTION 1
TRANSIT SYSTEM PROFILE**

INTRODUCTION

Message from the Director:



The Torrance Transit System celebrated our 70th Anniversary in 2010! Since 1940, we have safely transported more than 213 million customers to and from their destinations. To mark this milestone occasion, Torrance Transit is “going green” by replacing older buses in our fleet with state-of-the-art hybrid gasoline-electric buses. This new “Green” bus fleet was unveiled on June 1, 2010 and went into full service the following day. These hybrid gasoline-electric vehicles, “powered by clean air technology” can now be seen operating on each of our eight fixed routes on a rotational basis.

As our services continues to grow and expand, Torrance Transit remains vigilant about the development of a new, centrally located, Regional Transit Center (RTC). The proposed RTC would provide a central location for greater connectivity within the South Bay region, ease traffic congestion on main streets and transportation corridors, help improve the region’s air quality as well as provide an opportunity to connect with the proposed Metro South Bay Green Line Extension.

In early 2011, Torrance Transit will also be expanding and operating a new Regional Rapid Bus Service on Line 3! This service will provide faster more efficient service than the local bus service. We will continue to work with the community to promote public transit and teach potential customers about the convenience and accessibility of our system. Thanks to our partnership with the Transit Ambassadors who conduct field trips to show members of our community just how easy it is to travel on the Torrance Transit System. More customers are confidently traveling on public transportation throughout the region.

Torrance Transit is proud to continue our fine tradition of serving the residents of Torrance and the South Bay, and we look forward to providing quality service for many years to come. We are pleased to share our FY2010/2012 Short Range Transit Plan with you.

Thank you.

A handwritten signature in black ink that reads "Kim Turner".

Kim Turner - Director
Torrance Transit System

Torrance Transit Management Team



Jim Mills
Administration



Art Estrada
Fleet Services



Eddie Harris
Operations

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. Major areas of service outside the City of Torrance include Long Beach, Downtown Los Angeles and Los Angeles International Airport. 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



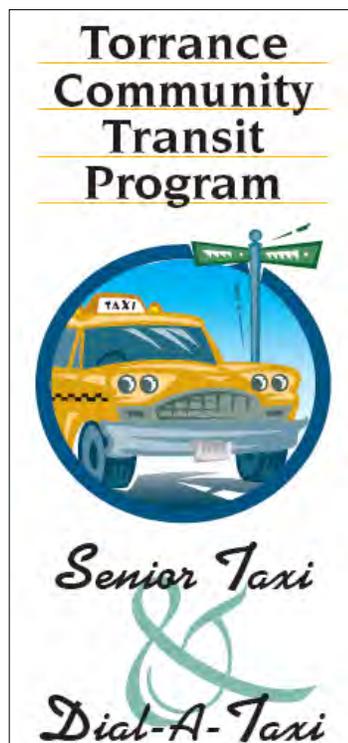
The Albert Isen Transit Center officially opened in 1986 at the City Yard. Transit shares the Yard along with several other city departments and services. The 32,000 square foot facility houses the Transit Department's Fleet Services, Operations and Administration Divisions. All vehicles from the Department are fueled, repaired and stored at this facility, with current yard configurations allowing for a fleet of up to 60, full-sized transit buses.

Commuter Service – Municipal Area Express (MAX)



Launched in 1990, this commuter bus service celebrated its 20th anniversary this year. The MAX is a joint venture of the cities of El Segundo, Lawndale, Lomita, Los Angeles, Rancho Palos Verdes, Torrance, and Los Angeles County. Torrance Transit serves as the lead agency for MAX, currently contracting the operating of the service to MV Transportation. The service consists of two fixed routes and one express route operated during the morning and afternoon peak commuting hours - providing South Bay residents quick; conveniently travel to and from the El Segundo employment center.

Torrance Community Transit Program (TCTP)



In 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.

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. If the fare is 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 4.1 million riders per year at just under 21 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),
- Downtown 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 began the process of “re-branding” as part of the agency’s overall Marketing Plan. The initial phase of this “re-branding” has been completed, with the focus to now move forward onto bus stop improvements including street furniture and signage.
 - 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 initiated the process of switching to Hybrid Gasoline/Electric 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. The first of these vehicles entered full service on June 2, 2010. An additional 12 buses have been ordered and are due to arrive in spring of 2011, and a projected eight (8) more will arrive in early 2012.

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. The South Bay Metro Green Line Extension is an important future component of 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 was created for Students.

CHANGES TO THE FARE STRUCTURE OF THE MUNICIPAL AREA EXPRESS (MAX)

In the twenty years the Municipal Area Express (MAX) has been operating its commuter services fares have only increase once. On August 2, 2010 Torrance Transit, acting as the Lead Agency for MAX, received authorization from the Policy Steering Committee to raise fares. Effective October 1, 2010 the fares will be increasing due to ever increasing costs to continue operating service. The cash fare structure will change as follows: Line 2 from \$1.50 to \$2.25, Line 3 from \$1.50 to \$1.75, and Line 3X from \$2.00 to \$3.00. The Senior & Disabled rates will rise from \$1.00 to \$1.50. The monthly pass rates will also change as follows: Line 2 from \$55.00 to \$62.00, Line 3 from \$55.00 to \$58.00, and Line 3X from \$65.00 to \$72.00. The 10 ride booklets good for a one way trip at any time will remain at the cash base fare multiplied times 10.

FLEET UPGRADE STRATEGIES

BUS MODERNIZATION

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

The buses are 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 arrived in January of 2010. After a period of “sea trials” the buses joined the Transit fleet and begin serving the community on June 2, 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 in late 2011 or mid 2012 (contingent upon Metro’s schedule for expansion and upgrading of various corridors in the project). 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 expansion buses will be done in spring or summer of 2011 to assure the implementation of the program in late 2011 or mid 2012.

TRANSIT IMPROVEMENTS

Re-Branding: Torrance Transit utilized the services of consultants 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 in initial phases of upgrading 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 Hybrid or Alternative Fuel:

Phase 1: Torrance Transit replaced 10 Gillig buses purchased in 1996 with gasoline-electric hybrid buses. The replacement buses for this group have already been achieved and the new buses began serving the community on June 2, 2010 as part of our standing fleet. Seven of the buses in this order were purchased using American Recovery and Reinvestment Act (ARRA) and Transportation Reinvestment Generating Economic Recovery (TIGER) funds. Their ARRA and TIGER decals are proudly displayed in the rear of each bus.

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 late fall of 2010 and delivered in spring or summer of 2011.

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 Gilig buses purchased in 2000. These are the Low Floor Gillig Buses of the Transit Fleet

Phase 3.a: Torrance Transit will replace 8 Gilig 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 of 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. Metro has agreed to contribute Capital Bus Funds (for the purchase of eight vehicles) and two years worth of Operating Funds to help jump start this new service.

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 2009-2011 SRTP.

**SECTION 3
SYSTEM INFORMATION TABLES**

**TABLE L-1
Current Fare Structure**

<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>
(As of 10.01.10)				
<i>Cash/Token</i>				
Regular	\$1.00	\$1.75 (Line 3) \$2.25 (Line 2)	\$1.00	\$5.00/\$3.00/\$1.00 (Based on household income)
Token	\$1.00	N/A	N/A	N/A
Senior	\$0.25	\$1.50	N/A	N/A
Disabled/Medicare	\$0.25	\$1.50	N/A	N/A
Student	\$0.50	N/A	N/A	N/A
College	\$0.50	N/A	N/A	N/A
Express - Specify Zone Structure*	\$1.00	\$3.00 (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	10-ticket booklets: Line 3: \$17.50, Line 2: \$22.50, Line 3X: \$30.00	N/A	N/A
Senior	N/A	N/A	N/A	N/A
Disabled/Medicare	N/A	N/A	N/A	N/A
<i>Passes</i>				
Regular	\$35.00	\$58.00 (Line 3) \$62.00 (Line 2)	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	\$30.00	N/A	N/A	N/A
Express - Specify Zone Stamp*	\$65.00	\$72.00 (Line 3X)	N/A	N/A
<i>EZ Passes **</i>				
Regular	\$84.00/\$106.00	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, 2010**

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			
1991*	GIL	Phantom	48	40'	D	2	2			0	
1992*	GIL	Phantom	48	40'	D	3	3			0	
1992	GIL	Phantom	48	40'	D	14	14			14	
1996	GIL	Phantom	43	40'	D	2	2			2	
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	
2010	NF	Hydrive	38	41"	G/E	10	10			10	
Total Number of Vehicles:						71	71			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 2009 Audited	FY 2010 Estimated	FY 2011 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	5
Inactive Fleet	1	1	1
Total Vehicles	68	68	71
New Expansion Vehicles			0
New Replacement Vehicles		10	10
	DEMAND RESPONSIVE SERVICE **		
	FY 2009 Audited	FY 2010 Estimated	FY 2011 Planned
Peak-Hour Fleet			
Spares For Maint.			
Spare Ratio*	-	-	-
Emergency Contingency Reserve	-	-	-
Inactive Fleet	-	-	-
Total Vehicles	0	0	0
New Expansion Vehicles			
New Replacement Vehicles			
	SYSTEM TOTAL		
	FY 2009 Audited	FY 2010 Estimated	FY 2011 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	5
Inactive Fleet	1	1	1
Total Vehicles	68	68	71
New Expansion Vehicles			0
New Replacement Vehicles			10

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

** - Demand Reponsive 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:

<i>SOURCE OF CAPITAL FUNDS: Transit</i>	2009 Audited	2010 Estimated	2011 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5309 (Sec. 3)		\$2,125.60	
FAU Grants			
FTA Sec. 5307(Sec. 9)	\$1,918.40	\$3,619.00	\$4,196.00
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 - N/A			
STA from prior years reserve		\$100.10	
Other State (Specify)			
LOCAL CAPITAL GRANTS			
System Generated			
Transit 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)	\$479.60	\$465.02	\$772.00
Other Local (Measure R)			
TOTAL CAPITAL REVENUE	\$2,398.00	\$6,833.72	\$4,968.00

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

SOURCE OF OPERATING FUNDS: Transit

2009 Audited	2010 Estimated	2011 Planned
-----------------	-------------------	-----------------

FEDERAL CASH GRANTS AND REIMBURSEMENTS

FTA Sec. 5307 (Sec. 9) Operating	1800.00	1,800	1,800
CMAQ (Operating)			

STATE CASH GRANTS AND REIMBURSEMENTS

TDA Current from unallocated	5042.10	4362.90	3761.20
STA Current from unallocated	371.10	0.00	1009.40
Other State (local match for Prev. Maint.)	450.00	450.00	450.00

LOCAL CASH GRANTS AND REIMBURSEMENTS

Passenger Fares	2983.20	3,662	3,491
Special Transit Service	0.00	3	0
Charter Service Revenues	0.00	0	0
Auxiliary Transportation Revenues	175.30	201	142
Non-transportation Revenues	205.90	100	90
Prop. A 40% Discretionary	3017.50	3,216	3,362
Prop. A 25% Local Return	2142.80	2,392	2,010
Prop. A Exchange fund	100.00	1398.50	0.00
Prop. A Interest	0.00	297.20	0.00
BSIP	200.80	204.70	210.00
TSE	237.70	250.90	267.80
Base Restructuring	605.00	616.80	631.90
MOSIP	0.00	538.90	554.70
Prop. C 40% Discretionary	1151.60	0.00	0.00
Prop. C 20% Local Return	1,254.0	0.00	1354.00
Prop. C 5% Security	286.50	221.20	164.90
Prop. C Interest	0.00	528.50	0.00
Prop C 40% Foothill Mitigation	179.10	113	121
Measure R	0.00	1058.60	1758.20
TOTAL OPERATING REVENUES	20202.60	23,947	21,177
TOTAL OPERATING EXPENSES	19522.40	23,947	21,177

**TABLE L-5A
TPM ACTUAL**

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	BSIP	MOSIP Ops: 21% 79.00%	Other Codes ³ Spcls	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	BSIP	MOSIP ³ 21% 79.00%	Other Codes ⁴ Spcls	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 Spcls 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 L - 6
PERFORMANCE AUDIT FOLLOW-UP
OF RECOMMENDATIONS FROM THE LAST
COMPLETED PERFORMANCE AUDIT
FY 07-09

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

**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
TOTAL	\$3,795,768	\$671,752	\$4,467,520

FY 2011

Project Name	Funding Source Federal	State Local	Total Project Cost
Automatic Vehicle Locator System Phase II (20% Local Match)	\$400,000	\$100,000	\$500,000
Purchase of Eight (8) Forty Foot Buses (20% Local Match)	\$5,120,000	\$1,280,000	\$6,400,000
Preventive Maintenance	\$1,800,000	\$450,000	\$2,250,000
TOTAL	\$7,320,000	\$1,830,000	\$9,150,000

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**

TRANSPORTATION IMPROVEMENT PROGRAM

<u>PROJEC</u> <u>T ID</u>	<u>FTIP</u> <u>STATUS</u>	<u>PROJECT TITLE</u>	<u>STATUS</u>	<u>ROUTE</u>	<u>IMPLEMENTING</u> <u>AGENCY</u>
LA0D380	11-00 ACCEPTED	HARDWARE AND SOFTWARE UPGRADE- FUEL DISPENSING/MONITORING	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0D386	11-00 ACCEPTED	PURCHASE AND INSTALLATION OF DIESEL EXHAUST AFTER TREATMENT DEVICES ON 14 MUNICIPAL AREA EXPRESS (MAX) BUSES	COMPLETED	TRANSIT	TORRANCE, CITY OF
LA0G216	11-00 ACCEPTED	COMPUTER HARDWARE AND SOFTWARE UPGRADE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G358	11-00 ACCEPTED	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA01B111	11-00 ACCEPTED	BUS SYSTEM - PREVENTIVE MAINTENANCE	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LAF3438	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
LA0G060	11-00 ACCEPTED	SOFTWARE/HARDWARE REPLACEMENT & UPGRADE OF AUTOMATIC VEHICLE LOCATOR (AVL).	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0D379	11-00 ACCEPTED	AUTOMATIC VEHICLE LOCATOR (AVL) PROJECT-PHASE 2	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G145	11-00 ACCEPTED	LACRD - 4 EXPANSION BUSES FOR THE I-110 HARBOR TRANSITWAY HOT LANE (TORRANCE TRANSIT). (RTP# 1TR204)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G148	11-00 ACCEPTED	LACRD - I-110 HOT LANE OPERATIONS - NEW TRANSIT SERVICES. (RTP# 1TR204)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0B203	11-00 ACCEPTED	PURCHASE OF SUPPORT EQUIPMENT - TIRES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0D116	11-00 ACCEPTED	REPLACEMENT OF HVAC SYSTEM AT TORRANCE TRANSIT FACILITY	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0D11	11-00 ACCEPTED	TRANSIT - ENHANCEMENTS (STREET FURNITURE)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G027	11-00 ACCEPTED	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT (BUS WASHER AND HEAVY DUTY VACUUM)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G059	11-00 ACCEPTED	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
LA0D455	11-00 ACCEPTED	REPLACE RELIEF AND SUPERVISOR VEHICLES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G193	11-00 ACCEPTED	PURCHASE AND REPLACEMENT OF BRAKE LATHE.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G195	11-00 ACCEPTED	REMODEL TRAINING ROOM AND MAINTENANCE AREA	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G199	11-00 ACCEPTED	BUS SYSTEM - MAINTENANCE FACILITY EQUIPMENT, HOIST (1)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G200	11-00 ACCEPTED	WHEELCHAIR STRAPS FOR BUS FLEET	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0D385	11-00 ACCEPTED	OPERATIONS TRAINING ROOM MODIFICATIONS	DELETED	TRANSIT	TORRANCE, CITY OF
LA0D454	11-00 ACCEPTED	REHAB TRANSIT ADMINISTRATIVE AND OPERATIONS OFFICES	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LAES133	11-00 ACCEPTED	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
LA0G210	11-00 ACCEPTED	PURCHASE AND REPLACEMENT OF MAINTENANCE EQUIPMENT: FORK LIFT AND BUS TRACTOR	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LAE0085	11-00 ACCEPTED	ACQUISITION OF EPA AND CARB CERTIFIED LOW EMISSION REPLACEMENT BUSES, SAFETEA-LU ID NO. 85	PROGRAMMED	TRANSIT	TORRANCE, CITY OF

LA0B204	11-00	ACCEPTED	REPLACEMENT OF SUPPORT EQUIPMENT - FAREBOXES FOR THE UNIVERSAL FARE SYSTEM	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA01B114	11-00	ACCEPTED	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
LA01B112	11-00	ACCEPTED	BUS SUPPORT EQUIPMENT (ENGINES AND TRANSMISSIONS)	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA000666	11-00	ACCEPTED	LINE #6 - BLUE LINE FEEDER SERVICE	COMPLETED	TRANSIT	TORRANCE, CITY OF
LA000665	11-00	ACCEPTED	LINE #8 - OPERATING SUBSIDY	PROGRAMMED	TRANSIT	TORRANCE, CITY OF
LA0G615		NEW PROJECT	TORRANCE TRANSIT SYSTEM BUS RAPID PROJECT (REDONDO BEACH TO LONG BEACH) - FOR THE ACQUISITIONS OF EIGHT (8) EXPANSION BUSES, AND INCLUDES TWO (2) YEARS OF OPERATING ASSISTANCE TO OPERATE THE NEW RAPID SERVICE.	PROGRAMMED	TRANSIT	TORRANCE, CITY OF

NTD FORM A-30 REVENUE VEHICLE INVENTORY



NTD ID: 9010 Agency Name: Torrance Transit System Report: RY 2010 Working Data
 Form Name: Revenue Vehicle Inventory (A-30) Mode: MB Service: DO

[Add Form Note](#)

a	b	c	d	e	f	g	h	i	j	k	m	n	o	p	q	r	s	t	u	
RVI 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 (ADA) Accessible Vehicles	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	2	2. Yes	07. BU	5. OOPA	1. UA	1996		GIL	PHANTOM	2	2	0	04. DF	40	43	19	69,882	539,328	Select	<input type="checkbox"/>
2844	8	2. Yes	07. BU	5. OOPA	1. UA	2000	0	GIL	LOW FLOOR	8	8	0	04. DF	40	38	19	404,652	447,202	Select	<input type="checkbox"/>
2845	6	2. Yes	07. BU	5. OOPA	1. UA	1997	0	GIL	PHANTOM	6	6	0	04. DF	40	43	19	188,097	531,509	Select	<input type="checkbox"/>
2846	17	2. Yes	07. BU	5. OOPA	1. UA	1992	0	GIL	PHANTOM	14	14	3	04. DF	40	48	19	725,330	661,878	Select	<input type="checkbox"/>
2847	2	2. Yes	07. BU	5. OOPA	1. UA	1991	0	GIL	PHANTOM	0	0	2	04. DF	40	48	19	62,367	692,948	Select	<input type="checkbox"/>
2849	1	2. Yes	07. BU	5. OOPA	1. UA	2001	0	OBI	HYBRIDRIVE	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	11	0	04. DF	40	38	46	398,090	354,282	Select	<input type="checkbox"/>
2851	0	2. Yes	07. BU	5. OOPA	1. UA	1989	0	GIL	PHANTOM	0	0	0	04. DF	40	48	19	7,481	577,263	Select	<input type="checkbox"/>
38794	10	2. Yes	07. BU	5. OOPA	1. UA	2010		NFA	HYDRIVE	10	10	0	09. GA	41	38	15	49,451	4,945	Select	<input type="checkbox"/>
	57									51	51	5					1,905,350			