

## Norwalk Transit System (NTS)

### General Information

#### Urbanized Area (UZA) Statistics - 2000 Census

Los Angeles-Long Beach-Santa Ana, CA	
Square Miles	1,668
Population	11,789,487
Population Ranking out of 465 UZAs	2
Other UZAs Served	

#### Service Consumption

Annual Passenger Miles	7,890,956
Annual Unlinked Trips	2,259,181
Average Weekday Unlinked Trips <sup>2</sup>	8,165
Average Saturday Unlinked Trips <sup>2</sup>	1,905
Average Sunday Unlinked Trips <sup>2</sup>	1,277

#### Service Area Statistics

Square Miles	37
Population	218,955

#### Service Supplied

Annual Vehicle Revenue Miles	1,333,172
Annual Vehicle Revenue Hours	104,307
Vehicles Operated in Maximum Service	31
Vehicles Available for Maximum Service	45
Base Period Requirement	10

### Financial Information

<b>Fare Revenues Earned</b>		\$1,350,920
<b>Sources of Operating Funds Expended</b>		
Fare Revenues	(12%)	\$1,350,920
Local Funds	(44%)	\$5,010,671
State Funds	(17%)	\$1,928,790
Federal Assistance	(26%)	\$2,917,387
Other Funds	(1%)	\$118,832
<b>Total Operating Funds Expended</b>		<b>\$11,326,600</b>
<b>Sources of Capital Funds Expended</b>		
Local Funds	(1%)	\$85,802
State Funds	(9%)	\$546,035
Federal Assistance	(90%)	\$5,423,036
Other Funds	(0%)	\$0
<b>Total Capital Funds Expended</b>		<b>\$6,054,873</b>

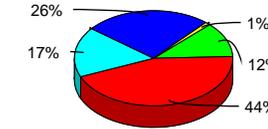
### Summary Operating Expenses

Salary, Wages, Benefits	\$8,408,965
Materials and Supplies	\$1,167,240
Purchased Transportation	\$48,524
Other Operating Expenses	\$1,701,871
<b>Total Operating Expenses</b>	<b>\$11,326,600</b>
Reconciling Cash Expenditures	\$0

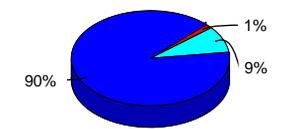
### Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased <sup>1</sup> Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	24	0	\$5,651,757	\$165,754	\$0	\$237,362	\$6,054,873
Demand Response	5	0	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	2	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>29</b>	<b>2</b>	<b>\$5,651,757</b>	<b>\$165,754</b>	<b>\$0</b>	<b>\$237,362</b>	<b>\$6,054,873</b>

#### Sources of Operating Funds Expended



#### Sources of Capital Funds Expended

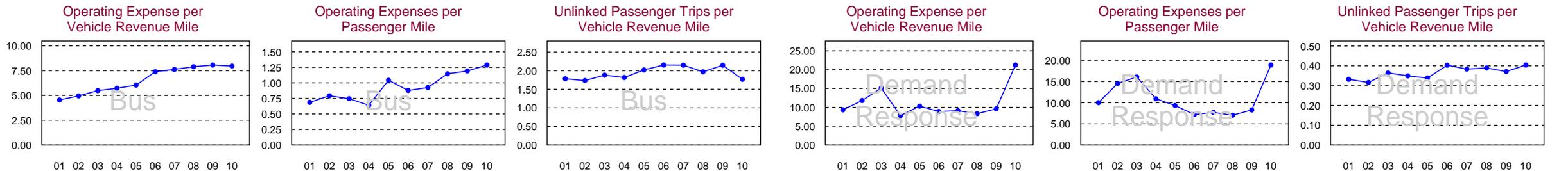


### Modal Characteristics

Mode	Operating Expenses <sup>1</sup>	Fare Revenues <sup>1</sup>	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$10,052,403	\$1,328,886	\$6,054,873	7,810,933	1,262,610	2,232,333	97,145	N/A	36	9.0	24	2.40	50%
Demand Response	\$1,195,497	\$18,023	\$0	63,265	56,342	22,754	6,306	N/A	7	7.6	5	N/A	40%
Demand Response - Taxi	\$78,700	\$4,011	\$0	16,758	14,220	4,094	856	N/A	2	N/A	2	N/A	0%

### Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$7.96	\$103.48	\$1.29	\$4.50	1.77	22.98
Demand Response	\$21.22	\$189.58	\$18.90	\$52.54	0.40	3.61
Demand Response - Taxi	\$5.53	\$91.94	\$4.70	\$19.22	0.29	4.78



<sup>1</sup> Excludes data for purchased transportation reported separately

<sup>2</sup> Average UPT values not available for DT Demand Response Taxi