

## Norwalk Transit System (NTS)

### General Information

**Urbanized Area (UZA) Statistics - 2010 Census**  
 Los Angeles-Long Beach-Anaheim, CA

Square Miles	1,736
Population	12,150,996
Population Ranking out of 465 UZAs	2
Other UZAs Served	

**Service Consumption**

Annual Passenger Miles	6,890,425
Annual Unlinked Trips	1,901,945
Average Weekday Unlinked Trips <sup>2</sup>	6,898
Average Saturday Unlinked Trips <sup>2</sup>	1,545
Average Sunday Unlinked Trips <sup>2</sup>	1,213

### Service Area Statistics

Square Miles	37
Population	637,365

### Service Supplied

Annual Vehicle Revenue Miles	1,006,213
Annual Vehicle Revenue Hours	82,054
Vehicles Operated in Maximum Service	29
Vehicles Available for Maximum Service	43
Base Period Requirement	8

### Financial Information

**Fare Revenues Earned** \$1,382,338

**Sources of Operating Funds Expended**

Fare Revenues	(12%)	\$1,382,338
Local Funds	(46%)	\$5,421,618
State Funds	(28%)	\$3,246,824
Federal Assistance	(13%)	\$1,542,349
Other Funds	(1%)	\$143,263
<b>Total Operating Funds Expended</b>		<b>\$11,736,392</b>

**Sources of Capital Funds Expended**

Local Funds	(1%)	\$38,043
State Funds	(4%)	\$276,994
Federal Assistance	(96%)	\$7,238,672
Other Funds	(0%)	\$0
<b>Total Capital Funds Expended</b>		<b>\$7,553,709</b>

### Summary Operating Expenses

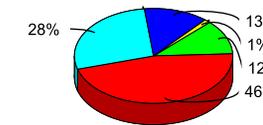
Salary, Wages, Benefits	\$8,040,310
Materials and Supplies	\$1,106,051
Purchased Transportation	\$383,668
Other Operating Expenses	\$1,316,168
<b>Total Operating Expenses</b>	<b>\$10,846,197</b>

Reconciling Cash Expenditures \$890,194

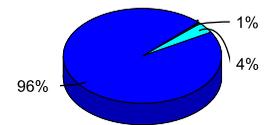
### Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation <sup>1</sup>	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	22	0	\$7,069,822	\$43,673	\$0	\$440,214	\$7,553,709
Demand Response	0	5	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	2	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>22</b>	<b>7</b>	<b>\$7,069,822</b>	<b>\$43,673</b>	<b>\$0</b>	<b>\$440,214</b>	<b>\$7,553,709</b>

### Sources of Operating Funds Expended



### Sources of Capital Funds Expended

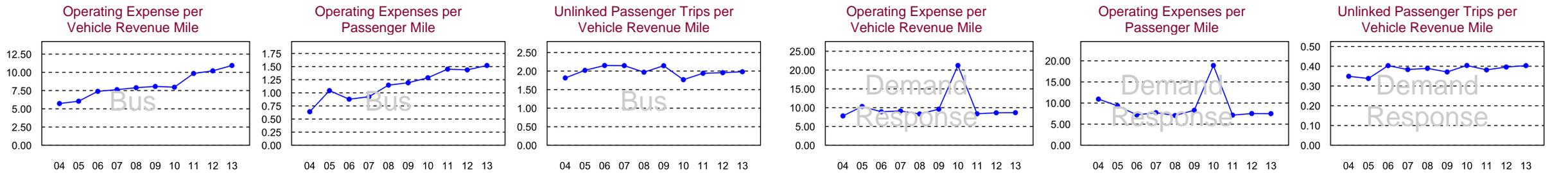


### Modal Characteristics

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	\$10,381,081	\$1,366,717	\$7,553,709	6,823,934	948,864	1,880,629	75,749	N/A	35	9.9	22	2.75	59%
Demand Response	\$347,195	\$13,261	\$0	46,406	40,051	16,146	5,240	N/A	6	4.9	5	N/A	20%
Demand Response - Taxi	\$117,921	\$2,360	\$0	20,085	17,298	5,170	1,065	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	\$10.94	\$137.05	\$1.52	\$5.52	1.98	24.83
Demand Response	\$8.67	\$66.26	\$7.48	\$21.50	0.40	3.08
Demand Response - Taxi	\$6.82	\$110.72	\$5.87	\$22.81	0.30	4.85



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

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