

**Schedule of Operating Data, Ridership,
Operating Expenditures, Farebox Revenues, and Other Revenues
For the Commuter Express Program – Region 1
City of Los Angeles**

*Year Ended June 30, 2021
with Report of Independent Auditors*



Metro[®]



Simpson & Simpson, LLP
Certified Public Accountants

***CITY OF LOS ANGELES
COMMUTER EXPRESS PROGRAM – REGION 1***

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SIMPSON & SIMPSON
CERTIFIED PUBLIC ACCOUNTANTS
FOUNDING PARTNERS
BRAINARD C. SIMPSON, CPA
MELBA W. SIMPSON, CPA

Independent Auditor's Report

To the Honorable Members of the City Council of the
City of Los Angeles, California
To the Los Angeles County
Metropolitan Transportation Authority
And to the Federal Transit Administration

Report on the Schedule

We have audited the accompanying Schedule of Operating Data, Ridership, Operating Expenditures, Farebox Revenues, and Other Revenues for the **Commuter Express Program – Region 1** of the City of Los Angeles for the year ended June 30, 2021 (the Schedule).

Management's Responsibility for the Schedule

The City of Los Angeles Department of Transportation's (LADOT) management is responsible for the preparation and fair presentation of the Schedule in accordance with accounting principles generally accepted in the United States of America and the requirements of the Uniform System of Accounts and Records and Reporting System, Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2021 Policy Manual; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the Schedule that is free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on the Schedule based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the requirements of the Uniform System of Accounts and Records and Reporting System, Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2021 Policy Manual. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the Schedule is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Schedule. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the Schedule, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the Schedule in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the Schedule.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a reasonable basis for our audit opinion.



The scope of our audit was to determine whether:

- A system is in place and maintained for recording data in accordance with the National Transit Database (NTD) definitions. The correct data is being measured and no systematic errors exist.
- A system is in place to record data on a continuing basis and the data gathering is an ongoing effort.
- Source documents are available to support the reported data and are maintained for the Federal Transit Administration's (FTA) review and audit for a minimum of three years following FTA's receipt of the NTD report. The data is fully documented and securely stored.
- A system of internal controls is in place to ensure the data collection process is accurate and that the recording system and reported comments are not altered. Documents are reviewed and signed by a supervisor, as required.
- The data collection methods are those suggested by FTA or otherwise meet FTA requirements.
- The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual vehicle revenue miles data, appear to be accurate.
- Data is consistent with prior reporting periods and other facts known about transit agency operations.
- Farebox revenues have been accounted for as recorded in accordance with FTA definitions.

Opinion

In our opinion, the Schedule referred to above presents fairly, in all material respects, the operating data, ridership, operating expenditures, farebox revenues, and other revenues for the Commuter Express Program – Region 1 of the City of Los Angeles for the year ended June 30, 2021 in accordance with accounting principles generally accepted in the United States of America and the requirements of the Uniform System of Accounts and Records and Reporting System, Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2021 Policy Manual.

Restriction on Use

This report is intended solely for the information and use of the City of Los Angeles, the Los Angeles County Metropolitan Transportation Authority and FTA and is not intended to be and should not be used by anyone other than these specified parties.

A handwritten signature in black ink that reads "Simpson & Simpson".

Los Angeles, California
January 20, 2022

City of Los Angeles
Commuter Express Program – Region 1
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2021

Operating Data	All Routes CE Region 1
Number of Vehicles in Operation	50
Total Vehicle Miles	780,086
Total Vehicle Hours	39,030
Total Vehicle Revenue Miles	413,671
Total Vehicle Revenue Hours	22,710
Total Vehicle Trips	32,936
Directional Route Miles	308
Ridership Data	
Total Passenger Trips	159,699
Total Passenger Miles	1,036,937
Operating Expenditures	
Contractor Operating Costs	
Service Costs	\$ 3,129,584
Fuel Costs	554,209
Subtotal	3,683,793
Administrative Costs	318,099
Total Operating Expenditures	\$ 4,001,892
Farebox Revenues*	\$ 7,957
Other Revenues	\$ 42,716

NOTES:

- * Commuter Express service ridership substantially decreased due to COVID-19, government restrictions over "social distancing", and stay-at-home orders which decreased Farebox revenues during the fiscal year.
1. Commuter Express Program (CE) – Region 1 is an express bus service of the City of Los Angeles serving the southern area of the City. Under this program, the City also provides shuttle services for Metrolink passengers.
 2. Operating data such as vehicle hours and vehicle miles is based on the actual time and distance travelled by the vehicle including the deadhead miles/hours. Vehicle revenue hours and vehicle revenue miles are based on the trip schedule minus any missed trips. This data is calculated using pre-determined daily route plans for each vehicle trip less missed trips reported by LADOT's transportation provider.

City of Los Angeles
Commuter Express Program – Region 1
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2021 (Continued)

NOTES (Continued):

3. Ridership data such as passenger miles and passenger trips is collected using the Automatic Passenger Counter (APC) analytic reporting tool. The APC analytic reporting tool determines the average passenger trips and passenger mile for each trip in the system over a user-defined period, which is then extrapolated to the average daily route level statistics to create an annual total.
4. Operating expenditures are based on the accrual method of accounting such that expenditures allocable to the transit program/route are reported in the period in which they are incurred.
5. Farebox revenues are based on actual farebox collected from passengers and the data is accumulated on a regular basis by LADOT's transportation provider.
6. Other revenues primarily represent the program's share of the advertising revenues and sale of transit tickets/passes and TAP cards.

City of Los Angeles
Commuter Express Program – Region 1
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Year ended June 30, 2021
(Continued)

	<u>Metrolink</u>	<u>Line 142</u>	<u>Line 431</u>
Operating Data			
Number of Vehicles in Operation	3	5	5
Total Vehicle Miles	21,956	188,815	54,545
Total Vehicle Hours	1,753	9,172	2,542
Total Vehicle Revenue Miles	8,033	146,913	21,395
Total Vehicle Revenue Hours	1,294	7,858	1,390
Total Vehicle Trips	3,357	18,186	1,020
Directional Route Miles	4	16	40
Ridership Data			
Total Passenger Trips	6,781	98,992	3,503
Total Passenger Miles	16,852	425,415	33,245
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 178,340	\$ 1,082,928	\$ 191,516
Fuel Costs	15,599	134,143	38,751
Subtotal	<u>193,939</u>	<u>1,217,071</u>	<u>230,267</u>
Administrative Costs	18,125	110,067	19,469
Total Operating Expenditures	<u>\$ 212,064</u>	<u>\$ 1,327,138</u>	<u>\$ 249,736</u>
Farebox Revenues	<u>\$ -</u>	<u>\$ 98</u>	<u>\$ 435</u>
Other Revenues	<u>\$ 2,278</u>	<u>\$ 274</u>	<u>\$ 2,849</u>

City of Los Angeles
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(Continued)

	<u>Line 437A</u>	<u>Line 437B</u>	<u>Line 438</u>
Operating Data			
Number of Vehicles in Operation	4	2	13
Total Vehicle Miles	84,227	22,823	189,899
Total Vehicle Hours	3,899	1,370	9,653
Total Vehicle Revenue Miles	27,923	8,645	94,274
Total Vehicle Revenue Hours	1,880	697	4,305
Total Vehicle Trips	1,528	503	3,802
Directional Route Miles	38	41	58
Ridership Data			
Total Passenger Trips	8,505	202	19,301
Total Passenger Miles	70,056	2,281	249,874
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 259,003	\$ 95,992	\$ 593,299
Fuel Costs	59,839	16,215	134,913
Subtotal	<u>318,842</u>	<u>112,207</u>	<u>728,212</u>
Administrative Costs	26,333	9,763	60,300
Total Operating Expenditures	<u>\$ 345,175</u>	<u>\$ 121,970</u>	<u>\$ 788,512</u>
Farebox Revenues	<u>\$ 1,367</u>	<u>\$ 42</u>	<u>\$ 2,751</u>
Other Revenues	<u>\$ 7,239</u>	<u>\$ 110</u>	<u>\$ 14,901</u>

City of Los Angeles
Commuter Express Program – Region 1
Schedule of Operating Data, Ridership, Operating Expenditures,
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(Continued)

	<u>Line 439</u>	<u>Line 448</u>	<u>Line 534</u>
Operating Data			
Number of Vehicles in Operation	4	8	6
Total Vehicle Miles	45,492	140,760	31,569
Total Vehicle Hours	2,775	5,389	2,477
Total Vehicle Revenue Miles	20,094	71,451	14,943
Total Vehicle Revenue Hours	1,163	2,819	1,304
Total Vehicle Trips	1,019	2,502	1,019
Directional Route Miles	19	62	30
Ridership Data			
Total Passenger Trips	2,016	16,526	3,873
Total Passenger Miles	21,304	193,266	24,644
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 160,305	\$ 388,474	\$ 179,727
Fuel Costs	32,320	100,001	22,428
Subtotal	<u>192,625</u>	<u>488,475</u>	<u>202,155</u>
Administrative Costs	16,290	39,486	18,266
Total Operating Expenditures	<u>\$ 208,915</u>	<u>\$ 527,961</u>	<u>\$ 220,421</u>
Farebox Revenues	<u>\$ 387</u>	<u>\$ 1,829</u>	<u>\$ 1,048</u>
Other Revenues	<u>\$ 538</u>	<u>\$ 11,107</u>	<u>\$ 3,420</u>