

**Schedule of Operating Data, Ridership,
Operating Expenditures, Farebox Revenues, and Other Revenues
For the City Ride Van Transit Service
City of Los Angeles**

*Year Ended June 30, 2017
with Report of Independent Auditors*



Metro[®]



Simpson & Simpson, LLP
Certified Public Accountants

CITY OF LOS ANGELES
CITYRIDE VAN TRANSIT SERVICES

TABLE OF CONTENTS

	PAGE
Independent Auditor's Report	1
Schedule of Operating Data, Ridership, Operating Expenditures, Farebox Revenues, and Other Revenues	3



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 **City Ride Van Transit Service** of the City of Los Angeles for the year ended June 30, 2017 (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 this 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 2016 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 2016 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 and recorded in accordance with FTA definitions.

Opinion

In our opinion, the Schedule of Operating Data, Ridership, Operating Expenditures, Farebox Revenues, and Other Revenues referred to above presents fairly, in all material respects, the operating data, ridership, operating expenditures, farebox revenues, and other revenues for the City Ride Van transit Service of the City of Los Angeles for the year ended June 30, 2017 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 2016 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 cursive script that reads "Simpson & Simpson".

Los Angeles, California
January 16, 2018

City of Los Angeles
Cityride Van Transit Service
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017

Operating Data	All Areas
Number of Vehicles in Operation	43
Total Vehicle Miles	759,156
Total Vehicle Hours	78,212
Total Vehicle Revenue Miles	590,798
Total Vehicle Revenue Hours	63,797
Total Vehicle Trips	75,126
Ridership Data	
Total Passenger Trips	79,654
Total Passenger Miles	415,922
Operating Expenditures	
Contractor Operating Costs	
Service Costs	\$ 4,184,089
Fuel cost	412,452
Subtotal	4,596,541
Administrative Costs	541,401
Total Operating Expenditures	\$ 5,137,942
Farebox Revenues	\$ 89,104
Other Revenues	\$ 36,018

NOTES:

1. Cityride is a transportation assistance program for individuals age 65 or older and qualified disabled persons in the City of Los Angeles and select areas of Los Angeles County. The program offers Cityride participants reduced costs for the purchase of City of Los Angeles permitted van transit (Dial-A-Ride) services.
2. Operating data such as vehicle trips, miles and hours is based on actual vehicle trips. The data is accumulated regularly on each trip by LADOT's transportation provider.
3. Ridership data such as passenger trips and passenger miles are based on actual passenger boarding data which is captured regularly on each trip by LADOT's transportation provider.
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 data is accumulated on a regular basis by LADOT's transportation provider.
6. Other revenues represent mostly the program's share in the advertising revenues and sale of transit tickets/passes and TAP cards.

City of Los Angeles
Cityride Van Transit Service
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017
(Continued)

Operating Data	<u>Area 1</u>	<u>Area 2</u>	<u>Area 3</u>
Number of Vehicles in Operation	18	11	14
Total Vehicle Miles	365,651	150,257	243,248
Total Vehicle Hours	33,415	18,355	26,442
Total Vehicle Revenue Miles	284,465	116,028	190,305
Total Vehicle Revenue Hours	27,560	14,581	21,656
Total Vehicle Trips	28,097	25,239	21,790
Ridership Data			
Total Passenger Trips	32,007	22,941	24,706
Total Passenger Miles	200,263	81,684	133,975
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 1,806,035	\$ 957,582	\$ 1,420,472
Fuel Costs	<u>182,928</u>	<u>80,421</u>	<u>149,103</u>
Subtotal	1,988,963	1,038,003	1,569,575
Administrative Costs	<u>233,883</u>	<u>123,738</u>	<u>183,780</u>
Total Operating Expenditures	<u>\$ 2,222,846</u>	<u>\$ 1,161,741</u>	<u>\$ 1,753,355</u>
Farebox Revenues	<u>\$ 40,597</u>	<u>\$ 15,983</u>	<u>\$ 32,524</u>
Other Revenues	<u>\$ 15,560</u>	<u>\$ 8,232</u>	<u>\$ 12,226</u>