

**Schedule of Operating Data, Ridership,
Operating Expenditures and Farebox Revenues, and Other Revenues
For the Community DASH Service – PACKAGE 1
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
Community DASH Service – PACKAGE 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 **Community DASH Service – PACKAGE 1** 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 Community DASH Service – PACKAGE 1 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, reading "Simpson & Simpson", located below the restriction on use section.

Los Angeles, California
January 16, 2018

City of Los Angeles
Community DASH Service – Package 1
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017

	All Routes Package 1
Operating Data	
Number of Vehicles in Operation	21
Total Vehicle Miles	634,442
Total Vehicle Hours	54,718
Total Vehicle Revenue Miles	571,528
Total Vehicle Revenue Hours	51,987
Total Vehicle Trips	72,809
Directional Route Miles	57
Ridership Data	
Total Passenger Trips	1,282,884
Total Passenger Miles	2,743,630
Operating Expenditures	
Contractor Operating Costs	
Service Costs	\$ 4,120,260
Fuel Costs	52,988
Subtotal	4,173,248
Administrative Costs	441,177
Total Operating Expenditures	\$ 4,614,425
Farebox Revenues	\$ 288,978
Other Revenues	\$ 55,074

NOTES

1. Community DASH Service is a bus service of the City of Los Angeles covering Downtown Los Angeles and many outlying communities within the city. Its primary function is to provide localized service and is a feeder into the countywide Metro bus service. Community DASH Service - Package 1 covers part of the MidCity area of the city.
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.
3. Ridership data such as passenger miles and passenger trips is based on surveys conducted by LADOT's transportation provider using the specific trips that were statistically sampled for survey by LADOT.
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 represent mostly the program's share in the advertising revenues and sale of transit tickets/passes and TAP cards.

City of Los Angeles
Community DASH Service – Package 1
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017
(Continued)

	<u>Crenshaw</u>	<u>King/East</u>
Operating Data		
Number of Vehicles in Operation	5	6
Total Vehicle Miles	134,350	140,268
Total Vehicle Hours	14,213	15,137
Total Vehicle Revenue Miles	114,821	131,110
Total Vehicle Revenue Hours	13,397	14,650
Total Vehicle Trips	20,255	22,216
Directional Route Miles	12	12
Ridership Data		
Total Passenger Trips	304,468	349,672
Total Passenger Miles	763,260	837,156
Operating Expenditures		
Contractor Operating Costs		
Service Costs	\$ 1,061,895	\$ 1,160,925
Fuel Costs	11,221	11,715
Subtotal	<u>1,073,116</u>	<u>1,172,640</u>
Administrative Costs	113,691	124,324
Total Operating Expenditures	<u>\$ 1,186,807</u>	<u>\$ 1,296,964</u>
Farebox Revenues	<u>\$ 72,974</u>	<u>\$ 107,787</u>
Other Revenues	<u>\$ 17,303</u>	<u>\$ 9,522</u>

City of Los Angeles
Community DASH Service – Package 1
Schedule of Operating Data, Ridership, Operating Expenditures,
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Year ended June 30, 2017
(Continued)

	<u>Leimart/ Slauson</u>	<u>Midtown</u>
Operating Data		
Number of Vehicles in Operation	6	4
Total Vehicle Miles	176,857	182,967
Total Vehicle Hours	15,022	10,346
Total Vehicle Revenue Miles	157,328	168,269
Total Vehicle Revenue Hours	14,206	9,734
Total Vehicle Trips	17,191	13,147
Directional Route Miles	17	16
Ridership Data		
Total Passenger Trips	422,535	206,209
Total Passenger Miles	647,801	495,413
Operating Expenditures		
Contractor Operating Costs		
Service Costs	\$ 1,125,927	\$ 771,513
Fuel Costs	14,771	15,281
Subtotal	<u>1,140,698</u>	<u>786,794</u>
Administrative Costs	120,556	82,606
Total Operating Expenditures	<u>\$ 1,261,254</u>	<u>\$ 869,400</u>
Farebox Revenues	<u>\$ 70,435</u>	<u>\$ 37,782</u>
Other Revenues	<u>\$ 18,720</u>	<u>\$ 9,529</u>