

**Schedule of Operating Data, Ridership,
Operating Expenditures, Farebox Revenues, and Other Revenues
For the Community DASH Service – PACKAGE 2
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 2

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 **Community DASH Service – PACKAGE 2** 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 2 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, appearing to read 'Simpson & Simpson', written in black ink.

Los Angeles, California
January 16, 2018

City of Los Angeles
Community DASH Service – Package 2
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017

	All Routes Package 2
Operating Data	
Number of Vehicles in Operation	29
Total Vehicle Miles	859,632
Total Vehicle Hours	106,421
Total Vehicle Revenue Miles	726,423
Total Vehicle Revenue Hours	93,816
Total Vehicle Trips	162,351
Directional Route Miles	90
Ridership Data	
Total Passenger Trips	2,124,615
Total Passenger Miles	6,113,865
Operating Expenditures	
Contractor Operating Costs	
Service Costs	\$ 7,423,722
Fuel Costs	71,795
Subtotal	7,495,517
Administrative Costs	796,151
Total Operating Expenditures	\$ 8,291,668
Farebox Revenues	\$ 528,886
Other Revenues	\$ 101,630

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 2 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 2
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017
(continued)

	<u>Beachwood Canyon</u>	<u>Fairfax</u>	<u>Highland Park/ Eagle Rock</u>
Operating Data			
Number of Vehicles in Operation	1	2	6
Total Vehicle Miles	48,047	76,713	198,356
Total Vehicle Hours	4,267	7,747	19,551
Total Vehicle Revenue Miles	41,620	63,179	171,102
Total Vehicle Revenue Hours	3,958	7,129	18,094
Total Vehicle Trips	18,886	14,382	22,120
Directional Route Miles	4	9	15
Ridership Data			
Total Passenger Trips	73,144	83,611	459,855
Total Passenger Miles	711,673	541,951	829,601
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 313,658	\$ 565,001	\$ 1,434,046
Fuel Costs	4,013	6,407	16,567
Subtotal	<u>317,671</u>	<u>571,408</u>	<u>1,450,613</u>
Administrative Costs	33,589	60,499	153,551
Total Operating Expenditures	<u>\$ 351,260</u>	<u>\$ 631,907</u>	<u>\$ 1,604,164</u>
Farebox Revenues	<u>\$ 17,661</u>	<u>\$ 14,314</u>	<u>\$ 122,978</u>
Other Revenues	<u>\$ 9,199</u>	<u>\$ 5,499</u>	<u>\$ 15,284</u>

City of Los Angeles
Community DASH Service – Package 2
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017
(continued)

	<u>Hollywood/ Wilshire</u>	<u>Chinatown/ Lincoln Heights</u>	<u>Los Feliz</u>
Operating Data			
Number of Vehicles in Operation	2	5	1
Total Vehicle Miles	61,213	151,175	29,287
Total Vehicle Hours	6,684	15,519	3,246
Total Vehicle Revenue Miles	54,634	139,062	24,661
Total Vehicle Revenue Hours	6,278	14,858	3,056
Total Vehicle Trips	18,735	15,271	22,606
Directional Route Miles	8	19	3
Ridership Data			
Total Passenger Trips	139,264	303,837	67,138
Total Passenger Miles	705,983	575,450	851,852
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 497,678	\$ 1,177,573	\$ 242,198
Fuel Costs	5,112	12,626	2,446
Subtotal	<u>502,790</u>	<u>1,190,199</u>	<u>244,644</u>
Administrative Costs	53,277	126,089	25,934
Total Operating Expenditures	<u>\$ 556,067</u>	<u>\$ 1,316,288</u>	<u>\$ 270,578</u>
Farebox Revenues	<u>\$ 28,943</u>	<u>\$ 59,401</u>	<u>\$ 7,572</u>
Other Revenues	<u>\$ 11,796</u>	<u>\$ 9,974</u>	<u>\$ 5,043</u>

City of Los Angeles
Community DASH Service – Package 2
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2017
(continued)

	<u>Hollywood</u>	<u>Wilshire Center/ Koreatown</u>	<u>Observatory Shuttle</u>
Operating Data			
Number of Vehicles in Operation	5	5	2
Total Vehicle Miles	136,774	73,497	84,570
Total Vehicle Hours	15,651	17,304	16,452
Total Vehicle Revenue Miles	110,424	56,123	65,618
Total Vehicle Revenue Hours	14,351	16,209	9,883
Total Vehicle Trips	14,360	24,472	11,519
Directional Route Miles	17	9	6
Ridership Data			
Total Passenger Trips	247,117	602,057	148,592
Total Passenger Miles	541,122	922,168	434,065
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 1,137,725	\$ 1,284,484	\$ 771,359
Fuel Costs	11,423	6,138	7,063
Subtotal	<u>1,149,148</u>	<u>1,290,622</u>	<u>778,422</u>
Administrative Costs	121,787	137,555	83,870
Total Operating Expenditures	<u>\$ 1,270,935</u>	<u>\$ 1,428,177</u>	<u>\$ 862,292</u>
Farebox Revenues	<u>\$ 26,362</u>	<u>\$ 158,732</u>	<u>\$ 92,923</u>
Other Revenues	<u>\$ 9,885</u>	<u>\$ 26,332</u>	<u>\$ 8,618</u>