

**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, 2020
with Report of Independent Auditors*



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Simpson & Simpson, LLP
Certified Public Accountants

CITY OF LOS ANGELES
CITYRIDE VAN TRANSIT SERVICES

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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, 2020 (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 2020 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 2020 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, 2020 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 2020 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 15, 2021

City of Los Angeles
Cityride Van Transit Service
Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2020

Operating Data	All Areas
Number of Vehicles in Operation	56
Total Vehicle Miles	720,694
Total Vehicle Hours	78,892
Total Vehicle Revenue Miles	585,518
Total Vehicle Revenue Hours	67,197
Total Vehicle Trips	56,622
Ridership Data	
Total Passenger Trips	70,004
Total Passenger Miles	311,351
Operating Expenditures	
Contractor Operating Costs	
Service Costs	\$ 5,615,167
Fuel Costs	453,768
Subtotal	6,068,935
Administrative Costs	907,704
Total Operating Expenditures	\$ 6,976,639
Farebox Revenues	\$ 23,097
Other Revenues	\$ 42,453

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 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, 2020
(Continued)**

Operating Data	<u>Area 1</u>	<u>Area 2</u>	<u>Area 3</u>
Number of Vehicles in Operation	20	12	14
Total Vehicle Miles	262,786	105,296	172,264
Total Vehicle Hours	26,190	13,129	20,136
Total Vehicle Revenue Miles	196,287	72,754	126,670
Total Vehicle Revenue Hours	21,493	9,954	16,060
Total Vehicle Trips	21,243	8,828	15,236
 Ridership Data			
Total Passenger Trips	23,917	11,570	16,185
Total Passenger Miles	128,511	50,939	85,258
 Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 1,669,316	\$ 779,602	\$ 1,255,090
Fuel Costs	188,088	74,761	145,994
Subtotal	<u>1,857,404</u>	<u>854,363</u>	<u>1,401,084</u>
Administrative Costs	289,995	134,715	217,352
Total Operating Expenditures	<u>\$ 2,147,399</u>	<u>\$ 989,078</u>	<u>\$ 1,618,436</u>
 Farebox Revenues	 <u>\$ 9,148</u>	 <u>\$ 3,888</u>	 <u>\$ 6,617</u>
 Other Revenues	 <u>\$ 15,407</u>	 <u>\$ 6,599</u>	 <u>\$ 10,986</u>

City of Los Angeles
Cityride Van Transit Service

Schedule of Operating Data, Ridership, Operating Expenditures,
Farebox Revenues, and Other Revenues
Year ended June 30, 2020
(Continued)

Operating Data	<u>Park La Brea</u>	<u>Via Marisol</u>	<u>LANow</u>
Number of Vehicles in Operation	1	1	8
Total Vehicle Miles	1,500	15,360	163,488
Total Vehicle Hours	599	1,280	17,558
Total Vehicle Revenue Miles	1,500	15,360	172,947
Total Vehicle Revenue Hours	600	1,280	17,810
Total Vehicle Trips	2,580	8,735	-
 Ridership Data			
Total Passenger Trips	740	6,175	11,417
Total Passenger Miles	4,437	15,189	27,017
 Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 48,589	\$ 100,711	\$ 1,761,859
Fuel Costs	-	-	44,925
Subtotal	<u>48,589</u>	<u>100,711</u>	<u>1,806,784</u>
Administrative Costs	8,117	17,323	240,202
Total Operating Expenditures	<u>\$ 56,706</u>	<u>\$ 118,034</u>	<u>\$ 2,046,986</u>
 Farebox Revenues	 <u>\$ 434</u>	 <u>\$ 1,039</u>	 <u>\$ 1,971</u>
 Other Revenues	 <u>\$ -</u>	 <u>\$ -</u>	 <u>\$ 9,461</u>