

DRAFT

**Schedule of Operating Data, Ridership,
Operating Expenditures, Farebox Revenues, and Other Revenues
For the Community DASH Service – PACKAGE 1
City of Los Angeles**

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



Metro[®]



Simpson & Simpson, LLP
Certified Public Accountants

DRAFT

CITY OF LOS ANGELES
COMMUNITY DASH SERVICE – PACKAGE 1

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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 **Community DASH Service – PACKAGE 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 and 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 Community DASH Service – PACKAGE 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.

Los Angeles, California
January 20, 2022

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, 2021

	All Routes Package 1
Operating Data	
Number of Vehicles in Operation	20
Total Vehicle Miles	637,863
Total Vehicle Hours	59,553
Total Vehicle Revenue Miles	563,097
Total Vehicle Revenue Hours	54,732
Total Vehicle Trips	77,154
Directional Route Miles	58
Ridership Data	
Total Passenger Trips	642,927
Total Passenger Miles	737,603
Operating Expenditures	
Contractor Operating Costs	
Service Costs	\$ 4,958,073
Fuel Costs	483,676
Subtotal	5,441,749
Administrative Costs	766,631
Total Operating Expenditures	\$ 6,208,380
Farebox Revenues*	\$ -
Other Revenues	\$ 109

NOTES:

- * In fiscal year 2021, Metro and LADOT had temporarily suspended front door boarding in response to the pandemic and allowed riders to only board transit buses using the rear door to limit non-essential interactions. Consequently, LADOT had not collected fares.
- 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.

**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, 2021**

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 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,
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Year ended June 30, 2021
(Continued)

	Crenshaw	King/East
Operating Data		
Number of Vehicles in Operation	5	6
Total Vehicle Miles	149,753	182,633
Total Vehicle Hours	15,059	17,565
Total Vehicle Revenue Miles	127,188	172,625
Total Vehicle Revenue Hours	13,623	16,782
Total Vehicle Trips	20,629	25,313
Directional Route Miles	12	12
Ridership Data		
Total Passenger Trips	200,732	172,451
Total Passenger Miles	154,709	151,766
Operating Expenditures		
Contractor Operating Costs		
Service Costs	\$ 1,234,654	\$ 1,519,503
Fuel Costs	113,554	138,486
Subtotal	1,348,208	1,657,989
Administrative Costs	190,817	235,065
Total Operating Expenditures	\$ 1,539,025	\$ 1,893,054
Farebox Revenues	\$ -	\$ -
Other Revenues	\$ 6	\$ 41

City of Los Angeles
Community DASH Service – Package 1
Schedule of Operating Data, Ridership, Operating Expenditures,
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Year ended June 30, 2021
(Continued)

	Leimart/ Slauson	Midtown
Operating Data		
Number of Vehicles in Operation	5	4
Total Vehicle Miles	166,450	139,027
Total Vehicle Hours	15,162	11,767
Total Vehicle Revenue Miles	142,127	121,157
Total Vehicle Revenue Hours	13,726	10,601
Total Vehicle Trips	16,720	14,492
Directional Route Miles	17	17
Ridership Data		
Total Passenger Trips	158,269	111,475
Total Passenger Miles	158,427	272,701
Operating Expenditures		
Contractor Operating Costs		
Service Costs	\$ 1,243,608	\$ 960,308
Fuel Costs	126,215	105,421
Subtotal	1,369,823	1,065,729
Administrative Costs	192,260	148,489
Total Operating Expenditures	\$ 1,562,083	\$ 1,214,218
Farebox Revenues	\$ -	\$ -
Other Revenues	\$ 47	\$ 15