

**Schedule of Operating Data, Ridership,  
Operating Expenditures, Farebox Revenues, and Other Revenues  
For the Community DASH Service – PACKAGE 3  
City of Los Angeles**

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



**Metro<sup>®</sup>**



Simpson & Simpson, LLP  
Certified Public Accountants

***CITY OF LOS ANGELES***  
***COMMUNITY DASH SERVICE – PACKAGE 3***

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**SIMPSON & SIMPSON**  
CERTIFIED PUBLIC ACCOUNTANTS  
FOUNDING PARTNERS  
BRAINARD C. SIMPSON, CPA  
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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 3** 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 3 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 3  
 Schedule of Operating Data, Ridership, Operating Expenditures,  
 Farebox Revenues, and Other Revenues  
 Year ended June 30, 2021

	<b>All Routes Package 3</b>
<b>Operating Data</b>	
Number of Vehicles in Operation	17
Total Vehicle Miles	979,624
Total Vehicle Hours	58,601
Total Vehicle Revenue Miles	871,387
Total Vehicle Revenue Hours	54,623
Total Vehicle Trips	61,397
Directional Route Miles	49
<b>Ridership Data</b>	
Total Passenger Trips	995,489
Total Passenger Miles	810,001
<b>Operating Expenditures</b>	
Contractor Operating Costs	
Service Costs	\$ 7,537,418
Fuel Costs	535,581
Subtotal	8,072,999
Administrative Costs	765,104
Total Operating Expenditures	\$ 8,838,103
<b>Farebox Revenues*</b>	\$ -
<b>Other Revenues</b>	\$ 103

**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 3 covers part of the North City 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 3**  
**Schedule of Operating Data, Ridership, Operating Expenditures,**  
**Farebox Revenues, and Other Revenues**  
**Year ended June 30, 2021**

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**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 3**  
**Schedule of Operating Data, Ridership, Operating Expenditures,**  
**Farebox Revenues, and Other Revenues**  
**Year ended June 30, 2021**  
**(Continued)**

	<u>Panorama</u>	<u>Van Nuys</u>	<u>Northridge</u>
<b>Operating Data</b>			
Number of Vehicles in Operation	9	5	3
Total Vehicle Miles	475,289	318,932	185,403
Total Vehicle Hours	30,387	18,719	9,495
Total Vehicle Revenue Miles	419,293	283,213	168,881
Total Vehicle Revenue Hours	28,265	17,581	8,777
Total Vehicle Trips	28,787	18,970	13,640
Directional Route Miles	18	23	8
<b>Ridership Data</b>			
Total Passenger Trips	665,590	146,503	183,396
Total Passenger Miles	383,612	313,389	113,000
<b>Operating Expenditures</b>			
Contractor Operating Costs			
Service Costs	\$ 3,900,201	\$ 2,426,050	\$ 1,211,167
Fuel Costs	259,850	174,367	101,364
Subtotal	4,160,051	2,600,417	1,312,531
Administrative Costs	395,907	246,257	122,940
Total Operating Expenditures	\$ 4,555,958	\$ 2,846,674	\$ 1,435,471
<b>Farebox Revenues</b>	\$ -	\$ -	\$ -
<b>Other Revenues</b>	\$ 33	\$ 56	\$ 14