

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

SECTION 15 REPORT
FISCAL YEAR 1994



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March 29, 1995

Los Angeles County
Metropolitan
Transportation
Authority

Federal Transit Administration (FTA)
Office of Capital and Formula Assistance
Audit Review and Analysis Division
P. O. Box 61126
Washington, D. C. 20039-1126

Re: Chief Financial Officer (CFO) Certification

Dear Sirs:

I hereby certify to the following concerning the financial and non-financial/operating data submitted in the Los Angeles County Metropolitan Transportation Authority (LACMTA) Section 15 Report for its fiscal year ending June 30, 1994:

1. The financial and non-financial/operating data (1) are accurate and truthful records of the financial transactions and operations of the LACMTA and (2) conform in all material respects with the accounting and definitional requirements of the Federal Transit Administration Industry Uniform System of Accounts and Records and Reporting System.
2. The verifications below pertain to each data item to be used in the Section 9 formula allocation. These data items include: Demand Response purchased transportation vehicle revenue miles, passenger miles and operating expense; Motor Bus purchased transportation vehicle revenue miles, passenger miles, directional route miles, directional route miles and operating expense; Directly Operated Motor Bus, Heavy Rail and Light Rail fixed guideway directional route miles, vehicle revenue miles, passenger miles and operating expense. I verify:
 - a. that a system is in place for recording data for the bus, light rail & heavy rail modes in accordance with FTA definitions; that the correct data items are being measured and no systematic errors exist;
 - b. that a system is in place to record data for the above transportation modes on a continuing basis and that data gathering is an on-going effort;

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March 29, 1995

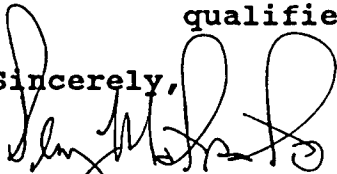
- c. that source documents are available to support the reported data and are maintained for a minimum of three years and that data items are fully documented and securely stored;
 - d. that a system of internal controls is in place to assure the accuracy of the data collection process and recording system and that reported documents are not altered and that documents are reviewed and signed by a supervisor, as required;
 - e. that the data collection methods are those suggested by FTA or equivalent: that FTA standards for precision and accuracy have been satisfied in that the sampling technique has either been approved by FTA or, in advance of the FTA approval, by a statistical expert serving the agency and confirmation that the collection methods documented are being followed;
 - f. that the data items are accurate; and that document of an analytic review of the reported data confirms that data items are consistent with prior reporting periods and other facts known about agency operations.
3. The accounting system from which this Section 15 Report is derived follows the accounting system prescribed by the Section 15 Uniform Systems of Accounts and Records. The same accounting system was adopted and used to compile the Section 15 report for the fiscal year ended June 27, 1987 which contained an independent auditor's Section 15 financial data statement signed by Deloitte Haskins & Sells dated October 26, 1987, on which the financial data waiver was granted.
 4. The FY 1993-1994 passenger mile data items for demand response contained in this report were collected and estimated using the FTA Circular 2710.2A and 100% count. Each agency/contractor in this submission reporting Demand Response passenger miles was treated as a separate sample population.

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March 29, 1995

5. The FY 1993-1994 passenger mile data items for purchase service motor bus contained in this report were collected and estimated using the FTA Circular 2710.1A, 2710.4A and 100% count. Each agency/contractor in this submission reporting Motor Bus passenger miles was treated as a separate sample population.
6. The FY 1993-1994 passenger mile data items for heavy rail contained in this report were collected and estimated using an alternative sampling procedure determined to meet the 95 percent confidence and 10 percent precision levels by a qualified statistician.
7. The FY 1993-1994 passenger mile data items for light rail contained in this report were collected and estimated using an alternative sampling procedure determined to meet the 95 percent confidence and 10 percent precision levels by a qualified statistician.
8. The FY 1993-1994 passenger mile data items for motorbus contained in this report were collected and estimated using an alternative sampling procedure determined to meet the 95 percent confidence and 10 percent precision levels by a qualified statistician.

Sincerely,



Terry Matsumoto
Chief Financial Officer

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Professional Services Firm

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

FEDERAL TRANSIT ADMINISTRATION SECTION 9 REPORT

For The Year Ended June 30, 1994

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

FEDERAL TRANSIT ADMINISTRATION SECTION 9 REPORT

For The Year Ended June 30, 1994

REPORT OF INDEPENDENT ACCOUNTANTS

The Board of Directors
Los Angeles County Metropolitan
Transportation Authority

We understand that the Los Angeles County Metropolitan Transportation Authority (the "MTA") is eligible to receive grants under Section 9 of the Urban Mass Transportation Act of 1964, as amended, and in connection therewith the MTA is required to report certain information to the Federal Transit Administration ("FTA").

FTA has established the following standards with regard to the data reported to it in the Section 9 Statistics Form 901, of the MTA's annual Section 15 Report:

- A system is in place and maintained for recording data in accordance with Section 15 definitions. The correct data are 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 FTA review and audit for a minimum of 3 years following FTA's receipt of the Section 15 Report. The data are fully documented and securely stored.
- A system of internal controls is in place to ensure the accuracy of the data collection process and recording system and reported documents are not altered. Documents are reviewed and signed by a supervisor, as required.
- The data collection methods are those suggested by FTA or have been approved by FTA and/or a statistical expert as being equivalent in assuring quality and precision. The collection methods documented are being followed.
- 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 are consistent with prior reporting periods and other facts known about the MTA's operations.

We have applied certain agreed-upon procedures as documented below to the data contained in the accompanying Section 9 Statistics Summary, Form 901, for the fiscal year ended June 30, 1994. These procedures, which were agreed to and specified by FTA in the 1994 *Reporting Manual* and were agreed to by the MTA, were performed solely to assist you in

evaluating whether the MTA complied with the standards described in the third paragraph of this report and that the information included in the Section 15 Report *Section 9 Statistics Form (901)* for the fiscal year ended June 30, 1994 is presented in conformity with the requirements of the *Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System*, as specified in 49 CFR Part 630, *Federal Register*, January 15, 1993 and as presented in the *1994 Reporting Manual*. This report is intended solely for your information and FTA, and is not to be referred to or distributed for any purpose to anyone who is not a member of management, the Board of Directors of the MTA, or FTA.

The procedures described below, which are referenced in order to correspond to the Reporting Manual procedures, were applied separately to each of the information systems used to develop the reported vehicle revenue miles, fixed guideway directional route miles, passenger miles, and operating expenses of the MTA for the fiscal year ended June 30, 1994, for each of the following modes:

- Motorbus (directly operated)
- Motorbus (purchased transportation)
- Rail (directly operated)

The following information and findings came to our attention as a result of performing the procedures described in the attachments to this report.

- a. We obtained from Mr. Michael Gurantz, Planning Supervisor, and read a copy of, the MTA's written procedures related to the system for reporting and maintaining data in accordance with the Section 15 requirements and definitions set forth in Title 49 CFR Part 630 *Federal Register*, January 15, 1993 and as presented in the *1994 Reporting Manual* (Reporting Manual Section 9 Test "a").
- b. We discussed the procedures referenced in paragraph a., above, with Mr. Gurantz. We inquired of Mr. Gurantz whether the MTA followed such procedures on a continuous basis and whether he believed such procedures result in accumulation and reporting of data consistent with the Section 15 definitions and requirements set forth in Title 49 CFR Part 630, *Federal Register*, January 15, 1993 and as presented in the *1994 Reporting Manual*. We were informed by Mr. Gurantz that, to the best of his knowledge, the MTA has followed such procedures on a continuous basis and that they result in the accumulation and reporting of data consistent with the Section 15 definitions and requirements set forth in Title 49 CFR Part 630, *Federal Register*, January 15, 1993 (Reporting Manual Section 9 Test "b").
- c. We inquired of Mr. Gurantz concerning the retention policy that is followed by the MTA with respect to source documents supporting the Section 15 data reported on Form 901. Mr. Gurantz informed us that source documents would be retained for at least three years following FTA's acknowledged receipt of the Section 15 Report.

We located and observed the source documents supporting the Section 15 data reported on Form 901 for the years ended June 30, 1994, June 30, 1993, and June 30, 1992, and found them properly retained (Reporting Manual Section 9 Test "c").

- d. Based on the description of the MTA's procedures obtained as described in procedure c., above, we identified the following source documents for retention by the MTA for a minimum of three years:

Statistical data files maintained on the MTA's on-line IBM system. With respect to passenger miles, the source documents are files containing data from Ride Checks and Fare Surveys for the motorbus and on/off surveys for the rail mode. For vehicle revenue miles for the motor bus mode, source documents consist of the file containing Basic Operating Schedules, Pink Letters, Special Event forms and Service Lost forms. For the rail mode, source documents consist of the file containing Basic Operating Schedules, Pink Letters and Missed Trip Reports.

For the motorbus and rail mode, we selected the months of September, January and June and observed that each type of source document exists for each of these periods. (Reporting Manual Section 9 Test "d").

- e. We discussed the MTA's system of internal controls with Mr. Gurantz. We inquired whether individuals, independent of the individuals preparing the source documents and posting the data summaries, reviewed the source documents and data summaries for completeness, accuracy, and reasonableness and how often such reviews are performed. We were informed by Mr. Gurantz that all source documents and data summaries are reviewed for completeness and reasonableness by personnel either in the Planning Department or Scheduling Department (Reporting Manual Section 9 Test "e").
- f. We reviewed source documents and data summaries and noted that such reviews as indicated in step e are documented as being completed (Reporting Manual Section 9 Test "f").
- g. We obtained the worksheets utilized by the MTA to prepare the final data which are transcribed onto Form 901, Section 9 Statistics Summary. We compared the periodic data included on the worksheets to the periodic summaries prepared by the MTA and proved the arithmetic accuracy of the summarizations. We noted no deviations (Reporting Manual Section 9 Test "g").
- h. We discussed the MTA's procedures for accumulating and recording passenger mile data in accordance with Section 15 requirements with Mr. Gurantz. We were informed that passenger mile data was accumulated as follows: For the motorbus, "The MTA utilizes sampling and estimation procedures that are an alternative to the three sampling procedures suggested by FTA. The MTA has received correspondence from FTA which allows for self-certification of

passenger mile data based on certification that required statistical levels are met." We were informed by Mr. Gurantz that the sampling methodology and estimation procedures were reviewed by Multisystems, Inc., together with Northeastern University, and were found to yield unbiased estimates whose accuracy exceeds FTA's accuracy standard of $\pm 10\%$ precision at a 95% confidence level; in fact, the sample size is so large that, combined with the revenue-based estimation used, the precision at the 95% confidence level is below 2%. The rail uses a sampling methodology and estimation procedures that have been reviewed by a qualified statistician (Dr. Peter G. Furth, Ph.D.), and were found to yield unbiased estimates whose accuracy meets the 10% precision and 95% confidence level accuracy standard (Reporting Manual Section 9 Test "h").

- i. We discussed with Mr. Gurantz the eligibility of the MTA to conduct statistical sampling for passenger mile data every third year under the guidelines promulgated by FTA in Title 49 CFR Part 630, and he informed us that the MTA is not eligible to conduct statistical sampling for passenger mile data every third year because it meets none of the criteria necessary for it to qualify for such treatment (Reporting Manual Section 9 Test "i").
- j. We obtained a copy of the sampling procedures for the estimation of passenger mile data used by the MTA and a copy of the MTA's methodology for calculating passenger mile data from Mr. Gurantz. We reviewed the procedures used to select the actual sample of runs for recording passenger boardings used to prepare the sample of runs from the total population of runs. We reviewed the methodology used to randomly select specific runs from the universe. We reviewed the procedure used to replace a missed sample run with a randomly selected replacement sample run. We noted no exceptions to the stated sampling procedure (Reporting Manual Section 9 Test "j").
- k. We selected a random sample of the source documents used for accumulating passenger mile data and reviewed the selected documents to determine if all required data were recorded and if computations were accurately performed. Our sample consisted of eight percent of the fare surveys conducted and five percent of the ride checks conducted. For the rail mode, our sample consisted of 8% of on/off surveys conducted.

The MTA accumulates passenger mile data on an annual basis, rather than by periods. We tested the accumulation of such data on an annual basis. We noted no exceptions in performing the above (Reporting Manual Section 9 Test "k").

- l. We discussed the procedures for systematic exclusions of charter and school bus vehicle miles from the calculation of vehicle revenue miles with Mr. Gurantz.

We were informed by Mr. Gurantz that the MTA does not operate charter bus and/or school bus service. In connection with performing the procedures

referred to in this report, nothing came to our attention that caused us to believe that the MTA operated charter bus and/or school bus service during the year ended June 30, 1994 (Reporting Manual Section 9 Test "l").

- m. We obtained a copy of the MTA's procedures for accumulating and reporting vehicle revenue mile data and discussed them with Mr. Gurantz. We were informed by Mr. Gurantz that the MTA calculates vehicle revenue miles by aggregating the revenue service distances traveled by the MTA's bus lines as documented in each line's Basic Operating Schedule. The aggregate amount is reduced by non-revenue service miles such as missed trips and maintenance runs. We selected a random sample of thirty-seven of the days that service was operated and recomputed the daily total of missed trips and missed vehicle revenue miles (Reporting Manual Section 9 Test "m"); no exceptions were noted.
- n. We discussed the procedures for the recording and accumulation of vehicle revenue mile data for rail modes with Mr. Gurantz.

We were informed by Mr. Gurantz that the rail mode vehicle revenue miles are calculated in the same manner as the motorbus, in that, revenue service distances are aggregated for the rail line as documented in the Basic Operating Schedule. This aggregate amount is then reduced by non-revenue service miles such as missed trips and maintenance runs. We recomputed the total actual vehicle revenue miles by multiplying the total revenue trips, made by the rail cars, by the miles per trip.

We reviewed the MTA's vehicle revenue miles calculation noting that extra service is documented on pink letters which are summarized and added to the Basic Operating Schedule. Service cancellations for the entire fiscal year are reported on the Canceled Trip Report and deducted from the data.

We also discussed the exclusion of the locomotive miles from the rail mode. We were informed by Mr. Gurantz that there are no locomotive miles included with the rail mode. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that there were any locomotive miles included with the rail mode (Reporting Manual Section 9 Test "n").

- o. We discussed the MTA's procedures for accumulating and reporting fixed guideway directional route miles with Mr. Gurantz. He informed us that the MTA's motorbus service meets the FTA's definition of fixed guideway service contained in FTA Circular C 9030.1A, "Section 9 Formula Grant Application Instructions," Appendix C, pages 11-13, in that the service is motorbus service operating over exclusive and controlled access rights of way and access is restricted, there is a legitimate need for restricted access, as demonstrated by peak periods level of service traffic condition D or worse on a parallel adjacent highway, and restricted access is enforced. He also informed us that the rail

mode meets FTA's definition of fixed guideway service as the cars operate over a rail, which is a fixed guideway (Reporting Manual Section 9 Test "o").

- p. We discussed the measurement of fixed guideway directional route miles with Mr. Gurantz. We were informed that fixed guideway directional route mileage is computed in accordance with FTA's definitions of fixed guideway and directional route miles contained in FTA Circular C 9030.1A, "Section 9 Formula Grant Application Instructions," Appendix C, pages 11-13.

We inquired whether there were any service changes during the year that resulted in an increase or decrease in vehicle revenue miles operated on a fixed guideway. The Red Line rail mode, which operated for five months in fiscal 1993, operated for the entire fiscal year 1994. This increased the reported directional route miles for the fiscal year ended June 30, 1994. We recomputed the average monthly directional route miles and agreed the total to the fixed guideway directional route miles reported on Section 9 Statistics Form (901) and noted no exceptions (Reporting Manual Section 9 Test "p").

- q. We measured fixed guideway directional route miles by tracing maps of fixed guideway service. We agreed the fixed guideway directional route miles we obtained from the maps above to that reported on the MTA's Section 15 Form 901, Section 9 Statistics Summary (Reporting Manual Section 9 Test "q").
- r. We inquired of Mr. Gurantz whether other public transit agencies operate service over the same fixed guideways as the MTA. We were informed that Embree-Mark IV, under a contract from the County of Los Angeles, operated service over the same fixed guideways under the name Foothill Transit; and that the City of Los Angeles Department of Transportation ("LADOT") operated service over the same fixed guideways. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that any other public transit agency operated service over the same fixed guideways as the MTA (Reporting Manual Section 9 Test "r").
- s. We agreed Operating Expenses as reported on Section 15 Form 901, "Section 9 Statistics Summary," to operating expenses reported on the MTA's financial statements, on which we rendered our report dated November 18, 1994, after reconciling for adjusting items in accordance with the procedures discussed in the Reporting Manual, Section V., "Expense Reporting Forms" (Reporting Manual Section 9 Test "s").
- t. We inquired of Mr. Stanley Foreman, Accountant III, whether the MTA contracts for transportation service and were informed that the MTA contracted for transportation services with fifteen agencies. All of the purchased transportation fare revenues were retained by the contract service providers which amounted to \$1,556,250 for the fiscal year ended June 30, 1994. We obtained documentation of retained fare revenues and agreed to the total of retained fare

revenues reported on the Contractual Relationship Form (002) and noted no exceptions (Reporting Manual Section 9 Test "t").

- u. The MTA's report contains data for purchased transportation services, all of which are provided by contractors operating fewer than a 100 vehicles in maximum service. Assurances of the data for those services was not included in our engagement and as a result, an auditor statement for the Section 9 data of the purchased transportation services is required. We will obtain a copy of the auditor statement and will include their report under separate cover (Reporting Manual Section 9 Test "u").
- v. As noted in step "t", the MTA does contract for transportation services which are audited by another auditor retained by the MTA. We reviewed the auditor reports and noted no exceptions with respect to this audit step (Reporting Manual Section 9 Test "v").
- w. We inquired of Mr. Gurantz if the MTA provides service in more than one urbanized area, or an urbanized area and a non-urbanized area. We were informed that the MTA serves the Los Angeles-Long Beach (for motorbus and rail modes) and Oxnard-Ventura-Thousand Oaks (for motorbus only) urbanized areas. We obtained the procedures for allocation of statistics between urbanized areas. We obtained and reviewed the worksheets, route maps and urbanized area boundaries used for allocating the statistics. The procedures utilized by the MTA for allocation of statistics between urbanized areas appear proper, and we noted no exceptions to these procedures. (Reporting Manual Section 9 Test "w").
- x. We compared the data reported on Form 901, Section 9 Statistics Summary, for the year ended June 30, 1994 to comparable data reported for the year ended June 30, 1993, and calculated the percentage change from the prior year to the current year.

Vehicle revenue miles, passenger miles and operating expense data have not increased or decreased by more than 10 percent for the motorbus.

Fixed guideway passenger miles have increased 140% for rail. Fixed guideway operating expenses for motorbus and rail have increased by 10.23% and 132.5%, respectively. We inquired of Mr. Gurantz regarding the specifics of operations that led to the changes in the data relative to the prior reporting period. He indicated that, in the case of fixed guideway passenger miles, the increase for rail was the result of reporting Red Line operations for the entire year, as opposed to only five months in the previous year (Reporting Manual Section 9 Test "x"). The allocation of operating costs for motorbus between fixed and non-fixed guideway is done using the methodology suggested in the Section 15 manual. Since fixed guideway revenue miles increased 4.65% while non-fixed guideway increased only .89%, a larger share of operating expenses (which increased 6.26%) were allocated to the fixed guideway. The operating

expenses for rail (Red Line) increased substantially. During fiscal year 1993, the Red Line was operational only five months, while for fiscal year 1994 it was operational for the full year.

The agreed-upon procedures are substantially less in scope than an examination, the objective of which is an expression of an opinion on the Section 9 Statistics Form (901). Accordingly, we do not express such an opinion. Also, we do not express an opinion on the MTA's system of internal controls taken as a whole.

In connection with the procedures referred to above, except for the information described above, no matters came to our attention that caused us to believe that the information included in the Section 15 Report on the Section 9 Statistics Form (901) for the fiscal year ended June 30, 1994 is not presented in conformity with the requirements of the *Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System* as specified in 49 CFR Part 630, *Federal Register*, January 15, 1993 and as presented in the *1994 Reporting Manual*. Had we performed additional procedures, or had we conducted an audit in accordance with generally accepted auditing standards, other matters might have come to our attention that would have been reported to you. This report relates only to the information described above, and does not extend to the MTA's financial statements taken as a whole, or the forms in the MTA's Section 15 Report other than Section 9 Statistics Form 901, for any date or period.

Coopers & Lybrand T.T.P.

Los Angeles, California
November 18, 1994

Simpson & Simpson
CERTIFIED PUBLIC ACCOUNTANTS

5750 WILSHIRE BOULEVARD, SUITE 286
LOS ANGELES, CALIFORNIA 90036
TELEPHONE (213) 938-3324

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
REVISED
INDEPENDENT AUDITOR'S REPORT
ON
SECTION 15 FINANCIAL DATA
FISCAL YEAR ENDED JUNE 30, 1994**

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
REVISED
INDEPENDENT AUDITOR'S REPORT
ON
SECTION 15 FINANCIAL DATA
FISCAL YEAR ENDED JUNE 30, 1994

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SENIOR PARTNERS

Brainard C. Simpson, CPA
Carl P. Simpson, CPA
Frederick A. Simpson, CPA

INDEPENDENT AUDITOR'S REPORT ON FINANCIAL DATA

The Board of Commissioners
Los Angeles County Metropolitan Transportation Authority
Los Angeles, California and
The Federal Transit Administration

We have performed the procedures enumerated in Exhibit I, with respect to the reporting forms listed below from the Los Angeles Metropolitan Transportation Authority (LACMTA) and included herein as the Section 15 Report for the year ended June 30, 1994, as required under Section 15 of the Urban Mass Transportation Administration (UMTA) Act of 1964 as amended. The procedures were performed to determine conformity in all material respects with the requirements of the Federal Transit Administration (FTA) as set forth in its applicable Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System.

The following forms are being reported upon:

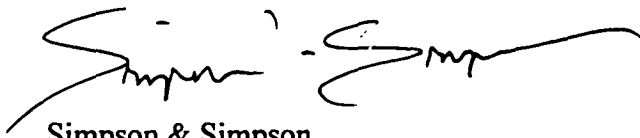
Form 001	Transit System Identification
Form 002	Contractual Relationship Identification
Form 005	Supplemental Information
Form 103	Capital Funding
Form 203	Sources of Operating Funding
Form 301	Operating Expenses Classified by Function
Form 403	Transit Way Mileage
Form 406	Transit System Service (Non-rail Modes)
Form 408	Revenue Vehicle Inventory
Form 901	Section 9 Statistics

Because the procedures referred to above were not sufficient to constitute an audit made in accordance with generally accepted auditing standards, we do not express an opinion on LACMTA's reporting forms. In connection with performing the procedures referred to above, no matters came to our attention that caused us to believe that the accompanying reporting forms identified above did not conform in all material respects with the accounting requirements of the Federal Transit Administration as set forth in its applicable Urban Mass Transportation Industry Uniform System of Accounts and

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Records and Reporting System. Had we performed additional procedures, or had we made an audit of the reporting forms in accordance with generally accepted auditing standards, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of LACMTA and FTA.



Simpson & Simpson
Los Angeles, California
March 28, 1995

SENIOR PARTNERS

Brainard C. Simpson, CPA
Carl P. Simpson, CPA
Frederick A. Simpson, CPA

INDEPENDENT AUDITOR'S REPORT ON FINANCIAL DATA

The Board of Commissioners
Los Angeles County Metropolitan Transportation Authority
Los Angeles, California and
The Federal Transit Administration

We understand that the Los Angeles County Metropolitan Transportation Authority (LACMTA) is eligible to receive grants under Section 9 of the Urban Mass Transportation Act of 1964 as amended, and in connection therewith, the agency is required to report certain information to the Federal Transit Administration (FTA).

FTA has established the following standards with regard to the data reported to it in the Section 9 Statistics, Form 901, of the agency's annual Section 15 Report:

- A system is in place and maintained for recording data in accordance with Section 15 definitions. The correct data are 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 FTA review and audit for a minimum of three years following FTA's receipt of the Section 15 Report. The data are fully documented and securely stored.
- A system of internal controls is in place to ensure the accuracy of the data collection process and that the recording system and reported comments are not altered. Documents were reviewed and signed by a supervisor, as required.
- The data collection methods are those suggested by FTA or meet FTA requirements.
- Deadhead miles, calculated 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 are consistent with prior reporting periods and other facts known about agency operations.

EXHIBIT I

AGREED-UPON PROCEDURES PERFORMED

1. The procedures that were applied to each jurisdiction, and/or contract services provider were:
 - a. Obtained and read a copy of the written procedures related to the system for reporting and maintaining data in accordance with the Section 15 requirements and definitions set forth in 49 CFR Part 630, *Federal Register*, January 15, 1993 and as presented in the 1994 Reporting Manual.
 - b. Discussed the procedures with the personnel assigned responsibility of supervising the preparation and maintenance of the Section 15 data to ascertain the extent the contract services provider followed the procedures on a continuous basis. Determined whether the personnel believe such procedures result in accumulation and reporting of data consistent with the Section 15 definitions and requirements set forth in 49 CFR Part 630, *Federal Register*, January 15, 1993 and as presented in the 1994 Reporting Manual.
 - c. Discussed with the responsible personnel the retention policy that is followed by the contract services provider with respect to source documents supporting the Section 15 data reported on the Section 9 Statistics Form (901).
 - d. Based on the description of the contract services provider's procedures obtained in items a and b above, we identified all the source documents which are to be retained by the contract services provider for a minimum of three years. For each type of source document, we selected three months out of the year and observed that each type of source document exists for each of these periods.
 - e. Discussed the system of internal controls with the person responsible for supervising and maintaining the Section 15 data. Inquired whether individuals, independent of the individual preparing the source documents and posting the data summaries, reviewed the source documents and data summaries for completeness, accuracy and reasonableness and how often such reviews were performed.
 - f. Selected a random sample of the source documents and determined whether supervisors' signatures were present as required by the system of internal controls.
 - g. Obtained the annual report, "Forms A through F", submitted to LACMTA and used by LACMTA to prepare the Section 9 Statistics Form (901). We agreed the annual report to the contract services provider's monthly summaries. We also tested the arithmetical accuracy of the summarizations.

- h. Discussed the contract services provider's procedure for accumulating and recording passenger mile data in accordance with Section 15 requirements with staff. Inquired whether the procedure used is (1) a 100% count of actual passenger miles or (2) an estimate of passenger miles based on statistical sampling meeting FTA's 95% confidence and 10% precision requirements.
- i. Discussed with management the contract services provider's eligibility to conduct statistical sampling for passenger mile data every third year. Determined whether the agency meets one of the three criteria which allow the contract services provider to conduct statistical samples for accumulating passenger mile data every third year rather than annually.
- j. Obtained a description of the sampling procedures for estimation of passenger mile data used by the contract services provider. Obtained a copy of the contract services provider's working papers or methodology used to select the actual sample of runs for recording passenger mile data. If the average trip length was used, determined that the universe of runs were used as the sampling frame. Determined that the methodology was to select specific runs from the universe resulting in a random selection of runs. If a selected sample run was missed, determine that a replacement sample run was randomly selected. And determined that the contract services provider followed the stated sampling procedure.
- k. Selected a random sample of the source documents for accumulating passenger mile data and determined that they were complete (all required data was recorded) and that the computations were accurate. Selected a random sample of the accumulation periods and recomputed the accumulations for each of the selected periods. Listed the accumulation periods which were tested. And tested the arithmetical accuracy of the summarization.
- l. Discussed the procedures for systematic exclusion of charter, school bus and other ineligible vehicle miles from the calculation of vehicle revenue miles with contract services provider staff and determined that stated procedures were followed. Selected a random sample of the source documents used to record charter and school bus mileage and tested the arithmetical accuracy of the computations.
- m. For vehicle revenue mile data, we documented the collection and recording methodology and determined that deadhead miles were systematically excluded from the computation.
- s. Compared operating expenses with audited financial data, after reconciling items were removed.
- t. If the contract services provider purchased transportation services, we inquired of the personnel responsible for reporting the Section 15 data regarding the disposition of purchased transportation generated fare revenues. Specifically, we

determined whether purchased transportation fare revenues were retained by the purchased transportation contractor, and if so, the amount of such fares, or whether the purchased transportation fare revenues were returned to the contract services provider.

- u. If the contract services provider's report contained data from purchased transportation services, provided by contractor operating fewer than 100 vehicles in maximum service, and assurances of the data for those services is not included in the engagement, we obtained a copy of the Auditor Statement for Section 9 data of the purchased transportation service.
 - v. If the contract services provider purchases transportation services, we obtained a copy of the purchased transportation contract and determined that the contract (1) specified the specific mass transportation services to be provided by the contractor; (2) specified the monetary consideration obligated by the contract services provider contracting for the service; (3) specified the period covered by the contract and that this period is the same as, or a portion of, the period covered by the contractor services provider's Section 15 Report; and (4) was signed by the representatives of both parties to the contract. We also, inquired of the person responsible for maintaining the Section 15 data regarding the retention of the executed contract, and determined that copies of the contracts were being retained for three years.
 - w. If the agency provides service in more than one urbanized area, or an urbanized area and a non-urbanized area, we inquired of the person responsible for maintaining the Section 15 data regarding the procedures for allocation of statistics between urbanized areas and non-urbanized areas. Obtained and reviewed the worksheets, route maps and urbanized area boundaries used for allocating the statistics and determined that the stated procedures were followed and that the computations were correct.
 - x. Compared the data reported in the prior year's report and calculated the percentage change from the prior year's report to the current year for vehicle revenue miles, passenger miles and operating expenses. We inquired of management the reason for any 10% or greater increases or decreases.
2. The procedures that were applied at LACMTA's level were:
- a. Obtained the LACMTA prepared FTA reporting forms and the related supporting spreadsheets.
 - b. Traced and agreed, on a sample basis, amounts on the FTA reporting forms to the supporting spreadsheets.
 - c. Ascertained the mathematical accuracy of the reporting forms and the spreadsheets.

- d. Traced and agreed, on a sample basis, amounts on the spreadsheets to amend annual reports, "Forms A through F", filed by the municipalities/contract service providers.

We have applied the procedures enumerated at Exhibit I to the data contained in the accompanying Section 9 Statistics, Form 901, for the fiscal year ended June 30, 1994. Such procedures, which were agreed to by LACMTA, were applied to assist you in evaluating whether the Agency complied with the standards described in the second paragraph of this report and that the information included in the Section 15 Report Form 901, for the fiscal year ended June 30, 1994, is presented in conformity with the requirements of the Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System, as specified in 49 CFR Part 630 *Federal Register*, January 15, 1993 and the 1994 Reporting Manual. This report is intended solely for your information and FTA and should be used by those who did not participate in determining the procedures.

The procedures were applied separately to each of the information systems used to develop the reported vehicle revenue miles, directional route miles, passenger miles, and operating expenses of the agency for the fiscal year ended June 30, 1994 for each of the following modes and jurisdictions:

Modes:

- Demand Response
- Motor Bus

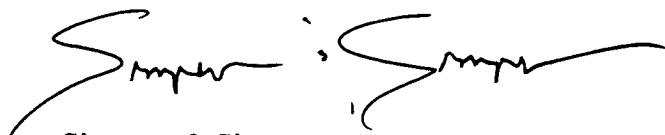
Jurisdictions:

- Baldwin Park (Dial-A-Ride)
- Monrovia (Dial-A-Ride)
- Pasadena (Dial-A-Ride)
- Diamond Bar/Whittier (Dial-A-Ride)
- Palos Verdes Peninsula (Dial-A-Ride)
- Palos Verdes Peninsula (Fixed Route)
- Palos Verdes Peninsula (PV Transit)
- Pomona Valley (Dial-A-Ride)
- Glendale (Dial-A-Ride)
- Inglewood (Paratransit Part I)
- Inglewood (Paratransit Part II)
- Redondo Beach (Community Transit Program)
- Culver City (Community Transit Program)
- Santa Clarita (Commuter Express/Fixed Route)
- Santa Clarita (Dial-A-Ride)
- Beverly Hills (Dial-A-Ride)
- Huntington Park (Dial-A-Ride)
- West Hollywood (Dial-A-Ride)

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The agreed upon procedures are substantially less in scope than an examination, the objective of which is an expression of an opinion on Form 901, Section 9 Statistics. Accordingly, we do not express such an opinion. Also, we do not express an opinion on the agency's system of internal control taken as a whole.

In performing the procedures, no matters came to our attention that caused us to believe that the information included in Section 15 Report on Form 901 (Section 9 Statistics) for the fiscal year ended June 30, 1994 is not presented in conformity with the requirements of the Urban Mass Transportation Industry Uniform system of Accounts and Records and Reporting System as specified in 49 CFR Part 630, *Federal Register*, January 15, 1993 and the 1994 Reporting Manual. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you. This report relates only to the information described above, and does not extend to the LACMTA's financial statements taken as a whole, or the forms in the LACMTA's Section 15 Report other than Form 901, Section 9 Statistics, for any date or period.



Simpson & Simpson
Los Angeles, California
March 28, 1995

Form 001
Transit System Identification

ID: 9154
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

Fiscal Year Ending 6/30/94 (MM/DD/YY)	
1. Transit system identification information	
Transit system name	Los Angeles County Metropolitan Transportation Authority
Street mailing address	818 West Seventh Street
City Los Angeles	State CA Zip Code 90017
2. Chief Executive Officer information	
CEO name	Mr. Frankin White
Title	Chief Executive Officer
Street mailing address	818 West Seventh Street Suite 300
City Los Angeles	State CA Zip Code 90017
Telephone (213)244-7400 ext.	FAX (213)244-6014
3. Person to be contacted regarding this report	
Name	Mr. Stanley Foreman
Title	Sr. Accountant
Street	818 W. 7th Street
City Los Angeles	State CA Zip Code 90017
Telephone (213)244-6782 ext.	FAX
4. Demographic information	
UZAs served: Primary	2 Others 63
Non-UZAs served (Press F3):	No
Service area information: Square miles	4,070 Population 9,087,715
5. Type of organization (Press F3 for list)	
F Other (describe on Supplemental Information Form [005])	
6. Summary of modes and types of service (check all boxes that apply for those services included in your report)	
	AG CC CR DR FB HR IP JT LR MB MO PB TB TR VP OR
Directly Operated	X X X X
Purchased Transp.	X X X

Date Prepared/Updated: 02/10/95

Report Year 1994

Form: 001 Transit System Identification

ID: 9154

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: "Other" organization type (Form 001)

The LACMTA is a planning and programming agency which disburses and monitors transit funding in Los Angeles County. In addition the agency directly operates bus, heavy and light rail service. The services on which the LACMTA is reporting in this submittal are the MTA's directly operated bus, heavy and light rail service and services of local governments that have agreed to perform specific tasks in return for additional funding from the LACMTA. The separate purchase service contracts are for various programs (elderly and handicapped, user side subsidy, dial-a-ride, local circulators, and commuter express bus service) operating in discontinuous areas of the County. No one purchase services contract exceeds 100 vehicles.

Form 002
Contractual Relationship Identification

ID: 9154 Page: 10
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

1. Contractual relationship (Press F3 to see list)

A System named on the Transit System Identification Form (001)
is the buyer of transportation services whose purchased
transportation services are included in this report.

Palos Verdes Peninsula - PV Transit

If A or B checked, name of seller

Section 15 ID

If C or D checked, name of buyer (Public Agency)

2. Monetary nature of contractual relationship (check all boxes that apply)

- A. Cash reimbursement of some or all of seller's operating deficit.
- B. Cash payment to seller for specific mass transportation services.
- C. Cash reimbursement to seller for reduced fare programs.
- D. Vehicles given/sold/loaned or leased for below market value to seller.
- E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).

	b	c	d
	Mode: DR	Mode: MB	Mode:
3. Number of vehicles operated in maximum service under contract	6	5	
4. Contract expenditures by buyer	380,782	313,835	
5. Revenues retained by seller	53,004	23,285	
6. Other costs incurred by buyer			
7. Revenues returned to the buyer			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 10

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Rancho Palms Verdes - PV Transit used the FTA sampling procedure in Circular 2710.2A for the demand response service and FTA sampling procedure in Circular 2710.4A for the fixed route service. Both methods have been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Contractual Relationship Identification

ID: 9154 Page: 11
 Los Angeles County Metropolitan Transportation Authority
 (Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p>A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="text-align: center;">The City of Pasadena</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p><input checked="" type="checkbox"/> A. Cash reimbursement of some or all of seller's operating deficit. <input type="checkbox"/> B. Cash payment to seller for specific mass transportation services. <input type="checkbox"/> C. Cash reimbursement to seller for reduced fare programs. <input type="checkbox"/> D. Vehicles given/sold/loaned or leased for below market value to seller. <input type="checkbox"/> E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
	b	c	d
3. Number of vehicles operated in maximum service under contract	Mode: DR 8	Mode:	Mode:
4. Contract expenditures by buyer	713,919	Mode:	Mode:
5. Revenues retained by seller	57,165	Mode:	Mode:
6. Other costs incurred by buyer	Mode:	Mode:	Mode:
7. Revenues returned to the buyer	Mode:	Mode:	Mode:

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 11

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Pasadena used the FTA sampling procedure in Circular 2710.2A. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Form 002

Contractual Relationship Identification

ID: 9154 Page: 12
 Los Angeles County Metropolitan Transportation Authority
 (Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p>A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="text-align: center;">City of Pomona</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
	b	c	d
3. Number of vehicles operated in maximum service under contract	Mode: DR 59	Mode: [REDACTED]	Mode: [REDACTED]
4. Contract expenditures by buyer	2,300,832	[REDACTED]	[REDACTED]
5. Revenues retained by seller	230,874	[REDACTED]	[REDACTED]
6. Other costs incurred by buyer	[REDACTED]	[REDACTED]	[REDACTED]
7. Revenues returned to the buyer	[REDACTED]	[REDACTED]	[REDACTED]

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 12

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Pomona used the FTA sampling procedure in Circular 2710.2A. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Form 002
Contractual Relationship Identification

ID: 9154 Page: 13
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p style="margin-left: 40px;">A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="margin-left: 80px;">The City of Redondo Beach</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
<p>3. Number of vehicles operated in maximum service under contract</p>	<p>Mode: DR</p> <p align="center">8</p>	<p>Mode:</p>	<p>Mode:</p>
<p>4. Contract expenditures by buyer</p>	<p align="center">662,242</p>		
<p>5. Revenues retained by seller</p>	<p align="center">46,958</p>		
<p>6. Other costs incurred by buyer</p>			
<p>7. Revenues returned to the buyer</p>			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 13

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Redondo Beach used FTA sampling procedure in Circular 2710.2A for the first quarter. For the second through fourth quarters, the city computed passenger miles based on a 100% count of actual passenger miles.

Contractual Relationship Identification

ID: 9154 Page: 14

Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

1. Contractual relationship (Press F3 to see list)

A System named on the Transit System Identification Form (001)
is the buyer of transportation services whose purchased
transportation services are included in this report.

The City of Santa Clarita

If A or B checked, name of seller

Section 15 ID

If C or D checked, name of buyer (Public Agency)

2. Monetary nature of contractual relationship (check all boxes that apply)

- X A. Cash reimbursement of some or all of seller's operating deficit.
- B. Cash payment to seller for specific mass transportation services.
- C. Cash reimbursement to seller for reduced fare programs.
- D. Vehicles given/sold/loaned or leased for below market value to seller.
- E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).

	b	c	d
	Mode: DR	Mode: MB	Mode:
3. Number of vehicles operated in maximum service under contract	10	30	
4. Contract expenditures by buyer	910,146	2,348,751	
5. Revenues retained by seller	20,237	663,812	
6. Other costs incurred by buyer			
7. Revenues returned to the buyer			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 14

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Santa Clarita Dial-A-Ride program used the FTA sampling procedure in Circular 2710.2A. The local bus and commuter transit service used the FTA sampling procedure in Circular 2710.4A. Both methods has been certified by and independent auditor and copies of the certification is included in the Section 15 audit.

Contractual Relationship Identification

ID: 9154 Page: 15
 Los Angeles County Metropolitan Transportation Authority
 (Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p>A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="text-align: center;">The City of West Hollywood</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
	b	c	d
3. Number of vehicles operated in maximum service under contract	Mode: DR 9	Mode: 	Mode:
4. Contract expenditures by buyer	685,363		
5. Revenues retained by seller	191,460		
6. Other costs incurred by buyer			
7. Revenues returned to the buyer			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 15

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of West Hollywood used the FTA sampling procedure of 100% count. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Contractual Relationship Identification

ID: 9154 Page: 16

Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

1. Contractual relationship (Press F3 to see list)

C System named on the Transit System Identification Form (001) is the seller of transportation services. The buyer and seller each file their own Section 15 report.

City of Los Angeles

9147

If A or B checked, name of seller Section 15 ID
If C or D checked, name of buyer (Public Agency)

2. Monetary nature of contractual relationship (check all boxes that apply)

A. Cash reimbursement of some or all of seller's operating deficit.
X B. Cash payment to seller for specific mass transportation services.
C. Cash reimbursement to seller for reduced fare programs.
D. Vehicles given/sold/loaned or leased for below market value to seller.
E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).

	b	c	d
	Mode: MB	Mode:	Mode:
3. Number of vehicles operated in maximum service under contract	8		
4. Contract expenditures by buyer	230,315		
5. Revenues retained by seller	140,767		
6. Other costs incurred by buyer			
7. Revenues returned to the buyer			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 16

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

MTA had an agreement with the City of Los Angeles to operate LADOT Commuter Express Line 573. The agreement runs from May 18, 1992 through May 17, 1995. Under the agreement, LADOT pays for the operating and maintenance expenses for this line.

Form 002
Contractual Relationship Identification

ID: 9154 Page: 1
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p>A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p align="center">City of Baldwin Park</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
	b	c	d
3. Number of vehicles operated in maximum service under contract	Mode: DR ██████████ ██████████ 10	Mode: ██████████ ██████████	Mode: ██████████ ██████████
4. Contract expenditures by buyer	██████████ 862,795	██████████	██████████
5. Revenues retained by seller	██████████ 12,517	██████████	██████████
6. Other costs incurred by buyer	██████████	██████████	██████████
7. Revenues returned to the buyer	██████████	██████████	██████████

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 1

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Baldwin Park used the FTA sampling procedure in Circular 2710.2A. This has been certified by an independent auditor and copies of the certification is included in the Section 15 report.

Contractual Relationship Identification

ID: 9154 Page: 2

Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p>A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="text-align: center;">City of Culver City</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
<p>3. Number of vehicles operated in maximum service under contract</p>	<p>b Mode: DR</p> <p style="text-align: center;">7</p>	<p>c Mode:</p>	<p>d Mode:</p>
<p>4. Contract expenditures by buyer</p>	<p style="text-align: center;">322,800</p>		
<p>5. Revenues retained by seller</p>	<p style="text-align: center;">35,568</p>		
<p>6. Other costs incurred by buyer</p>			
<p>7. Revenues returned to the buyer</p>			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 2

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Culver City used the FTA sampling procedure of a 100% count. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Form 002

Contractual Relationship Identification

ID: 9154 Page: 3
 Los Angeles County Metropolitan Transportation Authority
 (Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p style="margin-left: 40px;">A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="margin-left: 80px;">City of Beverly Hills</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
<p>3. Number of vehicles operated in maximum service under contract</p>	<p>Mode: DR</p> <p style="text-align: center;">3</p>	<p>Mode:</p>	<p>Mode:</p>
<p>4. Contract expenditures by buyer</p>	<p style="text-align: center;">327,260</p>		
<p>5. Revenues retained by seller</p>	<p style="text-align: center;">59,332</p>		
<p>6. Other costs incurred by buyer</p>			
<p>7. Revenues returned to the buyer</p>			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 3

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Beverly Hills used the FTA sampling procedure of 100% count. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Form 002
Contractual Relationship Identification

ID: 9154 Page: 4
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

1. Contractual relationship (Press F3 to see list)

A System named on the Transit System Identification Form (001)
is the buyer of transportation services whose purchased
transportation services are included in this report.

The City of Diamond Bar

If A or B checked, name of seller
If C or D checked, name of buyer (Public Agency)

Section 15 ID

2. Monetary nature of contractual relationship (check all boxes that apply)

- X A. Cash reimbursement of some or all of seller's operating deficit.
- B. Cash payment to seller for specific mass transportation services.
- C. Cash reimbursement to seller for reduced fare programs.
- D. Vehicles given/sold/loaned or leased for below market value to seller.
- E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).

	b	c	d
3. Number of vehicles operated in maximum service under contract	Mode: DR 5	Mode: 	Mode:
4. Contract expenditures by buyer	246,586		
5. Revenues retained by seller	12,305		
6. Other costs incurred by buyer			
7. Revenues returned to the buyer			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 4

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Diamond Bar used the FTA sampling procedure in Circular 2710.2A. This has been certified by an independent auditor and copies of the certification is included in the Section 15 report.

Form 002
Contractual Relationship Identification

ID: 9154 Page: 5
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p style="margin-left: 40px;">A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="text-align: center; margin-left: 40px;">The City of Glendale</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>		
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>		
<p>3. Number of vehicles operated in maximum service under contract</p> <p>4. Contract expenditures by buyer</p> <p>5. Revenues retained by seller</p> <p>6. Other costs incurred by buyer</p> <p>7. Revenues returned to the buyer</p>	<p>Mode: DR</p> <p>51</p> <p>375,629</p> <p>33,589</p>	<p>Mode:</p> <p>Mode:</p>

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 5

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Glendale used the FTA sampling procedure of 100% count. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Form 002

Contractual Relationship Identification

ID: 9154 Page: 6
 Los Angeles County Metropolitan Transportation Authority
 (Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p>A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="text-align: center;">The City of Huntington Park</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
<p>3. Number of vehicles operated in maximum service under contract</p>	<p>Mode: DR</p> <p style="text-align: center;">8</p>	<p>Mode:</p>	<p>Mode:</p>
<p>4. Contract expenditures by buyer</p>	<p style="text-align: center;">299,521</p>		
<p>5. Revenues retained by seller</p>	<p style="text-align: center;">2,432</p>		
<p>6. Other costs incurred by buyer</p>			
<p>7. Revenues returned to the buyer</p>			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 6

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Huntington Park used the FTA sampling procedure of 100% count. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Form 002

Contractual Relationship Identification

ID: 9154 Page: 7
 Los Angeles County Metropolitan Transportation Authority
 (Form 005 included)

1. Contractual relationship (Press F3 to see list)

A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.

City of Inglewood

If A or B checked, name of seller Section 15 ID
 If C or D checked, name of buyer (Public Agency)

2. Monetary nature of contractual relationship (check all boxes that apply)

X A. Cash reimbursement of some or all of seller's operating deficit.
 B. Cash payment to seller for specific mass transportation services.
 C. Cash reimbursement to seller for reduced fare programs.
 D. Vehicles given/sold/loaned or leased for below market value to seller.
 E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).

	D Mode: DR	C Mode: MB	d Mode:
3. Number of vehicles operated in maximum service under contract	7	1	
4. Contract expenditures by buyer	537,762	57,532	
5. Revenues retained by seller	21,228	0	
6. Other costs incurred by buyer			
7. Revenues returned to the buyer			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 7

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Inglewood - Demand Response program used the FTA sampling procedure in circular 2710.2A. The Motor Bus program used the FTA sampling procedure in Circular 2710.1A. Both methods has been certified by an independent auditor and copies of the certification is included in the Section 15 report.

Contractual Relationship Identification

ID: 9154 Page: 8

Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p style="margin-left: 40px;">A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="margin-left: 80px;">The City of Monrovia</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
<p>3. Number of vehicles operated in maximum service under contract</p> <p>4. Contract expenditures by buyer</p> <p>5. Revenues retained by seller</p> <p>6. Other costs incurred by buyer</p> <p>7. Revenues returned to the buyer</p>	<p>b</p> <p>Mode: DR</p> <p style="text-align: right;">4</p> <p style="text-align: right;">321,596</p> <p style="text-align: right;">45,077</p>	<p>c</p> <p>Mode:</p>	<p>d</p> <p>Mode:</p>

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 8

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

The City of Monrovia used the FTA sampling procedure in Circular 2710.2A. This method has been certified by an independent auditor and copies of the certification is included in the Section 15 audit.

Contractual Relationship Identification

ID: 9154 Page: 9
 Los Angeles County Metropolitan Transportation Authority
 (Form 005 included)

<p>1. Contractual relationship (Press F3 to see list)</p> <p>A System named on the Transit System Identification Form (001) is the buyer of transportation services whose purchased transportation services are included in this report.</p> <p style="text-align: center;">Peninsula Dial-A-Ride</p> <p>If A or B checked, name of seller Section 15 ID If C or D checked, name of buyer (Public Agency)</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>X A. Cash reimbursement of some or all of seller's operating deficit. B. Cash payment to seller for specific mass transportation services. C. Cash reimbursement to seller for reduced fare programs. D. Vehicles given/sold/loaned or leased for below market value to seller. E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
	b	c	d
3. Number of vehicles operated in maximum service under contract	Mode: DR 4	Mode:	Mode:
4. Contract expenditures by buyer	139,774		
5. Revenues retained by seller	46,212		
6. Other costs incurred by buyer			
7. Revenues returned to the buyer			

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 005
Supplemental Information

Form: 002 Contractual Relationship Identification

ID: 9154 Page: 9

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

Palos Verdes Peninsula Transit Authority did not use the statistical sampling methodology which meets the 95% confidence and 10% precision requirements. Therefore, no passenger miles statistics were reported in accordance with the independent audit findings.

Form 103
Capital Funding

10: 9154
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

Capital Funds Applied to Transit System					
a	b	c	d	e	f
			FUNDS	FUNDS	TOTAL
Part A. Federal Government					
I. Funds received from FTA					
01	Section 3 funds		13,466,760		
02	Section 9 funds		7,926,652		
03	Other FTA funds		3,078,144		
04	Total FTA funds			24,471,556	
05	II. Funds rcvd from other USDOT grant pgms			0	
06	III. Other Federal funding			0	
07	Total Federal assistance				24,471,556
Part B. State and Local Sources					
I. Funds allocated to transit out of general revenues of the government entity					
		State Government Funds	Local Government Funds	Directly Generated Funds	
08	II. Funds dedicated to transit at their source				
Dedicated taxes:					
09	1. Income taxes	0	0	0	
10	2. Sales taxes	0	30,371,052	0	
11	3. Property taxes	0	0	2,842	
12	4. Gasoline taxes	-1,344	0	0	
13	5. Other taxes	0	0	0	
14	Bridge, tunnel & hwy tolls	0	0	0	
15	Other dedicated funds	0	0	0	
16	III. Other funds	0	9,456,465	28,152,798	
17	Total State, local, & directly generated funding	-1,344	39,827,517	28,155,640	67,981,813
18	Total capital funds applied to transit system				92,453,369
Uses of Capital Funds					
Mode	Rolling Stock	Facilities	Other	Total	
19	MB - NF	7,373,530	75,010,492	-1,031,214	81,352,808
20	MB - FG	0	0	0	0
21	DR	1,072,960	2,808,666	45,089	3,926,715
22	HR	0	5,418,987	207,520	5,626,507
23	LR	0	1,111,808	435,531	1,547,339
24		0	0	0	0
25		0	0	0	0
26		0	0	0	0
27		0	0	0	0
28		0	0	0	0
29	Total Capital expenditures	8,446,490	84,349,953	-343,074	92,453,369

Report Year 1994

Form 005
Supplemental Information

Form: 103 Capital Funding

ID: 9154

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other funding sources (Form 103) & Sources of Oper. Funding (Form 203)

The other FTA funds reported in the amount of \$434,520 represent FTA section 16(b)(2) funds received by Pomona Valley Transit through Caltrans for purchase of vehicles.

Form 005
Supplemental Information

Form: 103 Capital Funding
 ID: 9154
 ID Name: Los Angeles County Metropolitan Transportation Authority
 Subject: Other

OTHER FUNDING SOURCES (FORM 103):

PART A. FEDERAL GOVERNMENT

Other FTA Funds, line 3, Col d

Section 5 Grants	\$ (308,555)
Section 26 Grants		2,952,179

Total

2,643,624
=====

PART B: STATE & LOCAL SOURCES:

Item II. Funds dedicated to transit at their source:

Property taxes, Line 11,

Proceeds from revenue bonds issued by the Benefit Assessment District	\$	2,842
--	----	-------

Item III. Other Funds, line 16, Part B

Air Resources Board	\$	40,020
City of Los Angeles		8,713,688
Local & Private Contributors		1,824,510
Amort of PY contributed capital	(1,123,753)

Total

\$ 9,456,465
=====

Item III. Other Funds, line 16

col. d (directly generated):

Proceeds of COPS issued	\$	1,001,049
Write off of contributed capital		1,123,753
Proceeds of Commercial Papers Issued (for Gateway Project)		31,857,996
ETC Fund Received	(5,830,000)

Total

28,152,798
=====

ID: 9154
Los Angeles County Metropolitan Transportation Authority

Operating Funds Applied to Transit System - page 1 of 2		
a	b	c
Part A. Directly generated funds	Funds	Total
I. Passenger fares		
01 1. Full adult fares	< 0 >	
02 2. Senior citizen fares	< 0 >	
03 3. Student fares	< 0 >	
04 6. Park and ride - parking revenue only	< 0 >	
05 5. Special ride fares	< 0 >	
06 Total passenger fares for DO transit service		207,238,146
07 II. Special transit fares		0
08 III. School bus service funds		0
09 IV. Freight tariffs		0
10 V. Charter service funds		0
11 VI. Auxilliary transportation funds		4,886,000
VII. Non-transportation funds		
12 1. Investment income	< 9,565,627 >	
13 2. Other non-transportation funds	< 14,273,422 >	
14 Total non-transportation funds		23,839,049
VIII. Funds dedicated to transit at their source		
Dedicated taxes		
15 1. Income taxes		0
16 2. Sales taxes		0
17 3. Property taxes		0
18 4. Gasoline taxes		0
19 5. Other taxes		0
20 Bridge, tunnel and highway tolls		0
21 Other dedicated funds		0
IX. Revenue accrued through a purchased transportation agreement		230,315
22 X. Fare revenue returned by seller (contractor)		0
23 XI. Fare revenue retained by seller (contractor)		1,555,055
XII. Contributed services		
25 1. State and local government	0	
26 2. Contra account for expense	(0)	
27 Net contributed services		-0-
28 XIII. Subsidy from other sectors of operations		0
29 Total directly generated funds		237,748,565

Date Prepared/Updated: 02/10/95

Report Year 1994

ID: 9154
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

Operating Funds Applied to Transit System - page 2 of 2			
30	Total directly generated funds (from page 1)		237,748,565
Part B. Federal Government		Funds	Total
31	I. Funds from FTA Section 9 program	45,389,342	
32	II. Funds from other Federal programs	1,558,407	
33	Total Federal assistance		46,947,749
Part C. State and local government		State Govt Funds	Local Govt Funds
34	I. Funds allocated to transit out of the general revenues of the government entity.	0	0
	II. Funds dedicated to transit at their source		
	Dedicated taxes		
35	1. Income taxes	0	0
36	2. Sales taxes	86,768	384,625,465
37	3. Property taxes	0	0
38	4. Gasoline taxes	45,800,000	0
39	5. Other taxes	0	2,210,359
40	Bridge, tunnel and hghwy toll	0	0
41	Other dedicated funds	0	0
42	III. Other funds	0	0
43	Total State and local assistance	\$ 45,886,768	\$ 386,835,824
44	Total operating funds applied to transit system		717,418,906
Part D. Passenger fares for directly operated transit service		Mode	Funds
			< ---optional-->
45		MB	< 200,248,666>
46		LR	< 5,879,027>
47		HR	< 1,110,453>
48			< 0>
49			< 0>
50			< 0>
51			< 0>
52			< 0>
53			< 0>
54			< 0>

Form 005
Supplemental Information

Form: 203 Operating Funding (Page 2)

ID: 9154

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Other

(CONTINUATION OF FORM 005 FOR FORM 203 BOX 9):

MTA had two Agreements with the County of Los Angeles and the Los Angeles Philharmonic Association and the other with the Los Angeles Philhamonic Association to provide service to the Hollywood Bowl for the 1994 summer season. Under these Agreements, the MTA provided service from various Park/Ride lots to the Hollywood Bowl.

MTA had a Cooperative Service Agreement with OMNITRANS to provide bus service in San Bernardino County on MTA Line 484, 497, and 694. The term of the Agreement was from July 1, 1993, through June 30, 1994. Under the terms of the Agreement, Omnitrans pays for the provision of specific services on the above line on a cost per mile basis.

Form 005
Supplemental Information

Form: 203 Operating Funding (Page 2)
 ID: 9154
 ID Name: Los Angeles County Metropolitan Transportation Authority
 Subject: Other funding sources (Form 103) & Sources of Oper. Funding (Form 203)

PART B. FEDERAL GOVERNMENT

II. Funds from other Federal programs: (Line 32)

Section 6 Grants	\$ 23,733
Section 8 Grants	322,023
Various	1,212,651

Total	\$ 1,558,407
	=====

PART C. LOCAL (line 39, col d)

II. Funds dedicated to transit at their source:

County of Los Angeles - Hollywood Bowl Program	\$ 944,819
County of Los Angeles - Buydown Program	623,396
Others - (including cooperative agreements with local municipalities)	642,144

Total	\$ 2,210,359
	=====

MTA had two agreements, one with the County of Los Angeles and the other with the Los Angeles Philharmonic Association, to provide service to the Hollywood Bowl for the 1994 summer season. Under these agreements, the MTA provided service from various Park and Ride lots to the Hollywood Bowl.

MTA had an Agreement with the City of Los Angeles to provide weekend and holiday bus service on Line 169 between Burbank-Glendale-Pasadena Airport and Sunland Boulevard. The hours of operation were from approximately 7 a.m. to 7 p.m. with service frequency ranging from 30 to 60 minutes.

MTA had a cooperative service agreement with OMNITRANS to provide bus service in San Bernardino County on MTA lines 484, 497 and 694. The service agreement ran from July 1, 1993 through June 30, 1994. Under the agreement, OMNITRANS pays for the provision of specific services on a cost per mile basis.

Form 301
Operating Expenses Summary

ID: 9154
Los Angeles County Metropolitan Transportation Authority

a	Function					f
	b	c	d	e		
Expense Object Class	Vehicle Operations 010	Vehicle Maintenance 041	Non-Vehicle Maintenance 042	General Administration 160	Total Expense for Period	
501. Labor						
01 01 Operator salaries/wages	173,302,160	0	0	0	173,302,160	
02 02 Other salaries & wages	47,741,161	78,144,096	14,014,643	38,552,729	178,452,629	
03 502. Fringe benefits	118,467,807	41,881,200	7,511,125	20,662,272	188,522,404	
04 503. Services	16,538,411	1,522,590	6,386,220	18,300,150	42,747,371	
504. Materials & supplies						
05 01 Fuel & lubricants	22,593,404	769,934	32,389	0	23,395,727	
06 02 Tires & tubes	7,521,142	11,413	0	0	7,532,555	
07 99 Other mater'ls/supplies	2,957,849	32,186,961	8,123,818	2,186,915	45,455,543	
08 505. Utilities	5,342,087	0	0	8,152,458	13,494,545	
09 506. Casualty/liability cost	0	0	0	22,232,496	22,232,496	
10 507. Taxes	2,487,961	0	0	469,537	2,957,498	
508. Purchased transportn						
11 01 In report	10,474,502	1,444,981	134,217	1,308,480	13,362,180	
12 02 Filing separate report	0	0	0	0	0	
13 509. Miscellaneous expense	0	0	0	3,722,468	3,722,468	
14 510. Expense transfers	-367,199	-972,231	-415,155	-5,314,141	-7,068,726	
15 Total system expenses	407,059,285	154,988,944	35,787,257	110,273,364	708,108,850	
Reconciling Items						
16 511. Interest expenses.....					17,055,742	
17 512. Leases & rentals.....					7,255,076	
18 513. Depreciation.....					120,199,438	
19 513.13 Amortization of intangibles.....						
20 514. Purchase lease agreement.....						
21 515. Related parties lease agreement.....						
22 516. Other reconciling items.....					477,894	
23 Total reconciling items.....					144,988,150	
24 Total expenses from published reports.....					853,097,000	
25 Memo item: Expenses not allowable for Federal operating assistance.....						

Date Prepared/Updated: 03/24/95

Report Year 1994

Form 301
Operating Expenses by Mode

ID: 9154 Mode: MB
Los Angeles County Metropolitan Transportation Authority

a	b	c						d		
		e						f		
Expense Object Class	Total Modal Expenses	g						h	i	j
		Vehicle Operations - 010								
		Transportation Admin. & Support 010	Revenue Vehicle Operation 030	Ticketing & Fare Collection 151	System Security 161	Total				
501 Labor		----- Optional ----->								
01 01 Oprtrs salaries/wages	169,695,055	<	>	<	>	<	>	<	>	
02 02 Other salaries/wages	158,510,051	<	>	<	>	<	>	<	>	
03 502 Fringe benefits	175,900,990	<	>	<	>	<	>	<	>	
04 503 Services	24,473,038	<	>	<	>	<	>	<	>	
504 Materials & supplies										
05 01 Fuel & lubricants	23,306,209	<	>	<	>	<	>	<	>	
06 02 Tires & tubes	7,532,555	<	>	<	>	<	>	<	>	
07 99 Othr materls/supplies	42,444,860	<	>	<	>	<	>	<	>	
08 505 Utilities	7,290,689	<	>	<	>	<	>	<	>	
09 506 Casualty/liability	20,141,896	<	>	<	>	<	>	<	>	
10 507 Taxes	2,907,639	<	>	<	>	<	>	<	>	
508 Purchased transp'n										
11 01 In this report	3,407,215	<	>	<	>	<	>	<	>	
12 02 Filing separate rpt	0	<	>	<	>	<	>	<	>	
13 509 Miscellaneous expnse	3,376,706	<	>	<	>	<	>	<	>	
14 510 Expense transfers	-6,263,980	<	>	<	>	<	>	<	>	
15 Total	632,722,923	<	>	<	>	<	>	<	>	

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 301
Operating Expenses by Mode

ID: 9154 Mode: DR
Los Angeles County Metropolitan Transportation Authority

a Expense Object Class	b Total Modal Expenses	c Function					h Vehicle Maintenance 041 Total	i Non-Vehicle Maintenance 042 Total	j General Administration 160 Total
		d Transportation Admin. & Support 010	e Revenue Vehicle Operation 030	f Ticketing & Fare Collection 151	g System Security 161	Total			
501 Labor		----- Optional -----							
01 01 Oprtrs salaries/wages	0	<	>	<	>	<			
02 02 Other salaries/wages	0	<	>	<	>	<			
03 502 Fringe benefits	0	<	>	<	>	<			
04 503 Services	0	<	>	<	>	<			
504 Materials & supplies									
05 01 Fuel & lubricants	0	<	>	<	>	<			
06 02 Tires & tubes	0	<	>	<	>	<			
07 99 Othr materls/supplies	0	<	>	<	>	<			
08 505 Utilities	0	<	>	<	>	<			
09 506 Casualty/liability	0	<	>	<	>	<			
10 507 Taxes	0	<	>	<	>	<			
508 Purchased transpnt									
11 01 In this report	9,954,965	<	>	<	>	<	946,853	88,584	1,067,618
12 02 Filing separate rpt	0	<	>	<	>	<			
13 509 Miscellaneous expnse	0	<	>	<	>	<			
14 510 Expense transfers	0	<	>	<	>	<			
15 Total	9,954,965	<	>	<	>	<	946,853	88,584	1,067,618

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 301
Operating Expenses by Mode

ID: 9154 Mode: LR
Los Angeles County Metropolitan Transportation Authority

a Expense Object Class	b Total Modal Expenses	c-d-e-f Vehicle Operations - 010				g-h-i-j Function			
		c Transportation Admin. & Support 010	d Revenue Vehicle Operation 030	e Ticketing & Fare Collection 151	f System Security 161	g Total	h Vehicle Maintenance 041 Total	i Non-Vehicle Maintenance 042 Total	j General Administration 160 Total
501 Labor		----- Optional ----->							
01 01 Oprtrs salaries/wages	2,667,523	< 2,667,523 >	< >	< >	< >	2,667,523			
02 02 Other salaries/wages	9,961,554	< 2,286,503 >	< >	< >	< >	2,286,503	2,711,690	2,621,879	2,341,482
03 502 Fringe benefits	6,768,534	< 2,655,102 >	< >	< >	< >	2,655,102	1,453,326	1,405,192	1,254,914
04 503 Services	16,470,193	< 14,211,883 >	< >	< >	< >	14,211,883	289,398	1,570,713	398,199
504 Materials & supplies									
05 01 Fuel & lubricants	58,144	< 1,335 >	< >	< >	< >	1,335	48,216	8,593	
06 02 Tires & tubes	0	< >	< >	< >	< >				
07 99 Othr materls/supplies	2,464,142	< 45,049 >	< >	< >	< >	45,049	1,114,302	1,261,860	42,931
08 505 Utilities	3,905,684	< 3,366,491 >	< >	< >	< >	3,366,491			539,193
09 506 Casualty/liability	1,608,817	< >	< >	< >	< >				1,608,817
10 507 Taxes	31,196	< >	< >	< >	< >				31,196
508 Purchased transptn									
11 01 In this report	0	< >	< >	< >	< >				
12 02 Filing separate rpt	0	< >	< >	< >	< >				
13 509 Miscellaneous expnse	199,707	< >	< >	< >	< >				199,707
14 510 Expense transfers	-192,033	< >	< >	< >	< >				-192,033
15 Total	43,943,461	< 25,233,886 >	< >	< >	< >	25,233,886	5,616,932	6,868,237	6,224,406

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 301
Operating Expenses by Mode

ID: 9154 Mode: HR
Los Angeles County Metropolitan Transportation Authority

a Expense Object Class	b Total Modal Expenses	c Function Vehicle Operations - 010					g Total	h Vehicle Maintenance 041 Total	i Non-Vehicle Maintenance 042 Total	j General Administration 160 Total
		d Transportation Admin. & Support 010	e Revenue Vehicle Operation 030	f Ticketing & Fare Collection 151						
501 Labor		----- Optional -----								
01 01 Oprtrs salaries/wages	939,582	< 939,582 >	< >	< >	< >	939,582				
02 02 Other salaries/wages	9,981,024	< 4,072,804 >	< >	< >	< >	4,072,804	1,918,462	2,406,767	1,582,991	
03 502 Fringe benefits	5,852,880	< 2,686,380 >	< >	< >	< >	2,686,380	1,028,196	1,289,903	848,401	
04 503 Services	1,804,140	< 56,884 >	< >	< >	< >	56,884	126,985	1,373,019	247,252	
504 Materials & supplies										
05 01 Fuel & lubricants	31,374	< 2,086 >	< >	< >	< >	2,086	25,122	4,166		
06 02 Tires & tubes	0	< >	< >	< >	< >					
07 99 Othr materls/supplies	546,541	< 13,752 >	< >	< >	< >	13,752	84,928	424,251	23,610	
08 505 Utilities	2,298,172	< 1,975,596 >	< >	< >	< >	1,975,596			322,576	
09 506 Casualty/liability	481,783	< >	< >	< >	< >				481,783	
10 507 Taxes	18,663	< >	< >	< >	< >				18,663	
508 Purchased transpnt										
11 01 In this report	0	< >	< >	< >	< >					
12 02 Filing separate rpt	0	< >	< >	< >	< >					
13 509 Miscellaneous expnse	146,055	< >	< >	< >	< >	0			146,055	
14 510 Expense transfers	-612,713	< 138 >	< >	< >	< >	138		-561	-612,290	
15 Total	21,487,501	< 9,747,222 >	< >	< >	< >	9,747,222	3,183,693	5,497,545	3,059,041	

Date Prepared/Updated: 03/31/95

Report Year 1994

Form 321
Operators' Wages

ID: 9154 Mode: MB
Los Angeles County Metropolitan Transportation Authority

a	Time Classification	Dollars	Hours
	1. Operating time		
01	01 Report, turn-in time, breaks & allowances	5,772,603	322,946
02	02 Platform time - line service	135,648,562	7,659,433
03	03 Platform time - charter & special	0	0
04	04 Travel & intervening time	3,045,475	171,250
05	05 Minim. guaran. time - call out, daily, wkly	2,837,036	158,960
06	06 Overtime premium - scheduled & unscheduled	12,649,905	1,396,360
07	07 Spread time premium	0	0
08	08 Other operating time	4,189,240	259,349
09	Total operating time	\$ 164,142,821	
	2. Non-operating paid work time		
10	01 Stand-by time	4,052,242	238,479
11	02 Other non-operating paid work time	1,499,992	141,543
12	Total non-operating paid work time	\$ 5,552,234	
13	Total operating and non-operating time	\$ 169,695,055	

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 331
Fringe Benefits

ID: 9154
Los Angeles County Metropolitan Transportation Authority

Fringe Benefit Object Class	Employer Total		Total
	Directly Oper.	Purch. Trans.	
502. Fringe benefits			
01 FICA or railroad retirement and/or PERS	24,559,683	< >	
02 Pension plans (including long-term disability insurance)	13,788,000	< >	
03 Hospital, medical, and surgical plans	63,619,171	< >	
04 Dental plans	763,081	< >	
05 Life insurance plans	1,499,186	< >	
06 Short-term disability insurance	0	< >	
07 Unemployment insurance	432,797	< >	
08 Workers' comp. insur. or Fed. Empl. Liability Act contrib.	19,089,929	< >	
09 Sick leave	11,029,593	< >	
10 Holiday (including all premiums paid for work on holidays)	7,016,839	< >	
11 Vacation	33,735,645	< >	
12 Other paid absence (bereavement, military, jury duty, etc.)	3,036,976	< >	
13 Uniform and work clothing allowances	3,176,086	< >	
14 Other fringe benefits	6,775,418	< >	
15 Total fringe benefits	188,522,404	< 0 >	188,522,404

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 402
 Revenue Vehicle Maintenance and Energy
 ID: 9154 Mode: MB
 Los Angeles County Metropolitan Transportation Authority

	Item	Amounts
	Number of revenue service interruptions	b
01	Mechanical reasons	47,411 *
02	Other reasons	20,320 *
03	Total revenue service interruptions	67,731 *
04	Total labor hours for inspection and maintenance	2,028,000
	Number of maintenance facilities	
	Number of general purpose facilities	
05	Serving under 200 vehicles	5
06	Serving 200-300 vehicles	
07	Serving more than 300 vehicles	
08	Number of heavy maintenance facilities	
09	Total maintenance facilities	5.0
	Energy consumption	
10	Kilowatt hours of propulsion power	
11	Gallons of diesel fuel	25,547,299
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	11,539,027
16	Gallons of ethanol	
17	Pounds of CNG	185,275
18	Gallons of bunker fuel	
19	Other fuel	
* Lines 01, 02, and 03 are optional for rail modes		

Date Prepared/Updated: 03/27/95

Report Year 1994

Form 402

Revenue Vehicle Maintenance and Energy

ID: 9154 Mode: HR

Los Angeles County Metropolitan Transportation Authority

Item		Amounts
	Number of revenue service interruptions	
01	Mechanical reasons	*
02	Other reasons	*
03	Total revenue service interruptions	0 *
04	Total labor hours for inspection and maintenance	41,600
	Number of maintenance facilities	
	Number of general purpose facilities	
05	Serving under 200 vehicles	1
06	Serving 200-300 vehicles	
07	Serving more than 300 vehicles	
08	Number of heavy maintenance facilities	
09	Total maintenance facilities	1.0
	Energy consumption	
10	Kilowatt hours of propulsion power	25,305,160
11	Gallons of diesel fuel	
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	
16	Gallons of ethanol	
17	Pounds of CNG	
18	Gallons of bunker fuel	
19	Other fuel	
* Lines 01, 02, and 03 are optional for rail modes		

Date Prepared/Updated: 03/27/95

Report Year 1994

Form 402
 Revenue Vehicle Maintenance and Energy
 ID: 9154 Mode: LR
 Los Angeles County Metropolitan Transportation Authority

	Item	Amounts
	Number of revenue service interruptions	
01	Mechanical reasons	*
02	Other reasons	*
03	Total revenue service interruptions	0 *
04	Total labor hours for inspection and maintenance	89,440
	Number of maintenance facilities	
	Number of general purpose facilities	
05	Serving under 200 vehicles	1
06	Serving 200-300 vehicles	
07	Serving more than 300 vehicles	
08	Number of heavy maintenance facilities	
09	Total maintenance facilities	1.0
	Energy consumption	
10	Kilowatt hours of propulsion power	31,840,628
11	Gallons of diesel fuel	
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	
16	Gallons of ethanol	
17	Pounds of CNG	
18	Gallons of bunker fuel	
19	Other fuel	
* Lines 01, 02, and 03 are optional for rail modes		

Date Prepared/Updated: 03/27/95

Report Year 1994

Form 403
Transit Way Mileage

ID: 9154 Service: D0
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

Guideway Classifications Rail Modes		Directional Route Miles	Miles of Track	Number of Crossings	# of Stations Total	ADA	Average Monthly DRM*
a		b	c	d	e	f	g
Mode code: CR							
01	At grade, exclusive ROW						
02	At grade, with cross traffic						
03	At grade, mixed/cross traffic						
04	Elevated on structure						
05	Elevated on fill						
06	Open cut						
07	Subway						
08	Total	0	0	0			*
Mode code: HR							
09	At grade, exclusive ROW	6.0	8.8				
10	At grade, with cross traffic						
11	At grade, mixed/cross traffic						
12	Elevated on structure						
13	Elevated on fill						
14	Open cut						
15	Subway						
16	Total	6.0	8.8	0	5	5	*
Mode code: LR							
17	At grade, exclusive ROW	3.7	3.7				
18	At grade, with cross traffic	27.6	30.9	77			
19	At grade, mixed/cross traffic	0	0	0			
20	Elevated on structure	4.1	4.1				
21	Elevated on fill	6.2	6.3				
22	Open cut	.2	.2				
23	Subway	1.4	1.5				
24	Total	43.2	46.7	77	22	22	*
Mode code: AG Exclusive ROW							*
Mode code: CC Exclusive ROW							*
Mode code: IP Exclusive ROW							*
Mode code: MO Exclusive ROW							*
Non-Rail Modes		Directional Route Miles on Exclusive ROW	Directional Route Miles on Controlled Access ROW	Directional Route Miles on Mixed Traffic ROW			
29	Mode code: MB	24.5		4,421.48			*
30	TB						*
31	FB						*
32	TR						*
33	OR						*

* Complete column g only if there was a change (increase/decrease) in service during reporting period that affected the number of fixed guideway directional route miles.

Date Prepared/Updated: 02/10/95

Report Year 1994

Form: 403 Transit Way Mileage

ID: 9154 Service: DO

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Motorbus fixed guideway segments (Forms 403 & 901)

MOTOR BUS FIXED GUIDEWAY SEGMENTS:**Controlled Access Right-of-Way Segments:**

The MTA operates lines on the El Monte Busway, which is a controlled Access Right-of-Way segment for buses and high occupancy motor vehicles. The east-west facility is in the median of I-10 with one lane in each direction. The eastern end of this facility is at the intersection of I-10 and Santa Anita Avenue. The western end of the facility is at the intersection of Alameda and Arcadia Streets. The length of the complete segment is 23.0 miles (both directions).

The El Monte Busway is a priority lane on a multi-lane roadway, with a total of 23.0 miles of directional route miles, peak period level of service "E", where single occupant vehicles are prohibited 168 hours per week, and prohibition is enforced 168 hours per week.

Exclusive Access Right-of-Way Segment:

The MTA operates lines on a Spring Street Contra-Flow lane in downtown Los Angeles. The south end of this facility is at the intersection of Spring and 9th Streets, while the north end of the facility is at the intersection of Spring Street and Sunset Blvd. The length of this facility is 1.5 miles. The guideway consists of one northbound lane from 9th Street to 1st Street along Spring Street, and two northbound lanes from 1st Street to Aliso Street along Spring Street.

The Spring Street bus lane is an exclusive lane, parallel to a multi-lane roadway, separated from general traffic lane. It has a total of 1.5 directional route miles, with peak period level of service "D", where single occupant vehicles are prohibited 168 hours per week, and the prohibition is enforced 168 hours per week.

Form 403
Transit Way Mileage

ID: 9154 Service: PT
Los Angeles County Metropolitan Transportation Authority

a	Guideway Classifications Rail Modes	Directional	Miles of	Number of	# of Stations		Average Monthly DRM*
		Route Miles	Track	Crossings	Total	ADA	
		b	c	d	e	f	g
Mode code: CR							
01	At grade, exclusive ROW						
02	At grade, with cross traffic						
03	At grade, mixed/cross traffic						
04	Elevated on structure						
05	Elevated on fill						
06	Open cut						
07	Subway						
08	Total	0	0	0			*
Mode code: HR							
09	At grade, exclusive ROW						
10	At grade, with cross traffic						
11	At grade, mixed/cross traffic						
12	Elevated on structure						
13	Elevated on fill						
14	Open cut						
15	Subway						
16	Total	0	0	0			*
Mode code: LR							
17	At grade, exclusive ROW						
18	At grade, with cross traffic						
19	At grade, mixed/cross traffic						
20	Elevated on structure						
21	Elevated on fill						
22	Open cut						
23	Subway						
24	Total	0	0	0			*
25	Mode code: AG Exclusive ROW						*
26	Mode code: CC Exclusive ROW						*
27	Mode code: IP Exclusive ROW						*
28	Mode code: MO Exclusive ROW						*
Non-Rail Modes		Directional Route Miles on Exclusive ROW	Directional Route Miles on Controlled Access ROW	Directional Route Miles on Mixed Traffic ROW			
29	Mode code: MB			507			*
30	TB						*
31	FB						*
32	TR						*
33	OR						*

* Complete column g only if there was a change (increase/decrease) in service during reporting period that affected the number of fixed guideway directional route miles.

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 404
Transit System Employee

ID: 9154 Mode: MB
Los Angeles County Metropolitan Transportation Authority

Labor Classification	Employee Work Hours		Actual Person Count	
	Directly Operatd	Purchased Transp	Full Time Empl	Part Time Empl
a	b	c	d	e
501. Labor		<---optional--->		<---optional--->
01 010 Trans. admin. & support	< 884,903>	< >	< >	< >
02 030 Revenue veh operation	< 8,780,698>	< >	< 3,630>	< 434>
03 151 Ticketing/fare collectn	< 152,517>	< >	< 76>	< >
04 161 System Security	< 572,341>	< >	< 286>	< >
05 010 Vehicle operations	10,390,459	< >	< 3,992.0	< 434.0
06 041 Vehicle maintenance	3,061,941	< >	< 1,530	< >
07 042 Non-vehicle maintenance	623,943	< >	< 311	< >
08 160 General administration	2,379,792	< >	< 1,189	< >
09 Total system operating labor	16,456,135	< 0 >	7,022.0	< 434.0>
10 Total system capital labor	70,870	< >	35	< >
11 Total system	16,527,005	< 0 >	7,057.0	< 434.0>

Date Prepared/Updated: 04/24/95

Report Year 1994

Form 404
Transit System Employee

ID: 9154 Mode: HR
Los Angeles County Metropolitan Transportation Authority

Labor Classification	Employee Work Hours		Actual Person Count	
	Directly Opertd	Purchased Transp	Full Time Empl	Part Time Empl
a	b	c	d	e
501. Labor		<---optional--->		<---optional--->
01 010 Trans. admin. & support	< 67,237 >	< >	< 34 >	< >
02 030 Revenue veh operation	< 48,310 >	< >	< 24 >	< >
03 151 Ticketing/fare collectn	< >	< >	< >	< >
04 161 System Security	< 58,750 >	< >	< 29 >	< >
05 010 Vehicle operations	174,297	< >	< 87.0 >	< >
06 041 Vehicle maintenance	82,071	< >	< 41 >	< >
07 042 Non-vehicle maintenance	88,108	< >	< 45 >	< >
08 160 General administration	107,735	< >	< 54 >	< >
09 Total system operating labor	452,211	< 0 >	227.0	< 0 >
10 Total system capital labor		< >		< >
11 Total system	452,211	< 0 >	227.0	< 0 >

Date Prepared/Updated: 03/27/95

Report Year 1994

Form 404
Transit System Employee

ID: 9154 Mode: LR
Los Angeles County Metropolitan Transportation Authority

Labor Classification	Employee Work Hours		Actual Person Count	
	Directly Opertd	Purchased Transp	Full Time Empl	Part Time Empl
a	b	c	d	e
501. Labor	<-----optional----->	<-----optional----->	<-----optional----->	<-----optional----->
01 010 Trans. admin. & support	< 70,429 >	< >	< 35 >	< >
02 030 Revenue veh operation	< 135,777 >	< >	< 66 >	< 1 >
03 151 Ticketing/fare collectn	< 388 >	< >	< 1 >	< >
04 161 System Security	< 0 >	< >	< >	< >
05 010 Vehicle operations	206,594	< >	102.0	1.0
06 041 Vehicle maintenance	116,604	< >	58	>
07 042 Non-vehicle maintenance	106,325	< >	53	>
08 160 General administration	101,318	< >	48	>
09 Total system operating labor	530,841	< 0 >	261.0	< 1.0 >
10 Total system capital labor	0	< >		< >
11 Total system	530,841	< 0 >	261.0	< 1.0 >

Date Prepared/Updated: 03/27/95

Report Year 1994

Form 405
Transit Safety

ID: 9154 Mode: MB
Los Angeles County Metropolitan Transportation Authority

Items		Incidents	Fatalities	Injuries
		b	c	d
Collisions				
01	Collisions with other vehicles	714	2	1,197
02	Collisions with objects	48	0	73
03	Collisions with people	80	7	109
03a	(attempted/successful suicides)	[4]	[4]	[0]
Non-collisions				
Derailments				
04	Derailments/buses going off road	0	0	0
Personal casualties				
05	Inside vehicle	246	0	261
06	Boarding and alighting vehicle	165	0	214
06a	(associated with lifts)	[10]	[0]	[10]
07	In stations/bus stops	3	0	3
07a	(associated with escalators)	[0]	[0]	[0]
Fires (no thresholds)				
08	In vehicles	15	0	0
09	In stations	0	0	0
10	Right of way & others	0	0	0
11	Total	1,271	9	1,857
11a	Total patrons		[3]	[863]
11b	Total Employees		<[0]>	<[292]>
12	Transit property damage	\$ 767,800		

Date Prepared/Updated: 03/27/95

Report Year 1994

Form 405
Transit Safety

ID: 9154 Mode: HR
Los Angeles County Metropolitan Transportation Authority

Items		Incidents	Fatalities	Injuries
		b	c	d
Collisions				
01	Collisions with other vehicles	0	0	0
02	Collisions with objects	0	0	0
03	Collisions with people	0	0	0
03a	(attempted/successful suicides)	[0]	[0]	[0]
Non-collisions				
Derailments				
04	Derailments/buses going off road	0	0	0
Personal casualties				
05	Inside vehicle	0	0	0
06	Boarding and alighting vehicle	1		1
06a	(associated with lifts)	[0]	[0]	[0]
07	In stations/bus stops	8	0	9
07a	(associated with escalators)	[0]	[0]	[0]
Fires (no thresholds)				
08	In vehicles	0	0	0
09	In stations	0	0	0
10	Right of way & others	0	0	0
11	Total	9	0	10
11a	Total patrons		[0]	[9]
11b	Total Employees		<[0]>	<[1]>
12	Transit property damage	\$ 0		

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 405
Transit Safety

ID: 9154 Mode: LR
Los Angeles County Metropolitan Transportation Authority

Items		Incidents	Fatalities	Injuries
		b	c	d
Collisions				
01	Collisions with other vehicles	11	2	26
02	Collisions with objects	0	0	0
03	Collisions with people	11	5	12
03a	(attempted/successful suicides)	[1]	[1]	[0]
Non-collisions				
Derailments				
04	Derailments/buses going off road	0	0	0
Personal casualties				
05	Inside vehicle	0	0	0
06	Boarding and alighting vehicle	2	0	2
06a	(associated with lifts)	[0]	[0]	[0]
07	In stations/bus stops	24	1	25
07a	(associated with escalators)	[0]	[0]	[0]
Fires (no thresholds)				
08	In vehicles	0	0	0
09	In stations	0	0	0
10	Right of way & others	0	0	0
11	Total	48	8	65
11a	Total patrons		[0]	[40]
11b	Total Employees		<[1]>	<[9]>
12	Transit property damage	\$ 114,591		

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 406
Transit System Service

ID: 9154 Mode: MB Service: D0
Los Angeles County Metropolitan Transportation Authority

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								1,912
02 Veh available for maximum service								2,321
Limits of service								
03 Time service begins	600	930	1400		0	0	0	
04 Time service ends	930	1400	1830		2400	2400	2400	
Service supplied (Non-Rail modes)								
05 Number of veh in operation	1,788	1,220	1,808	1,304	1,808	1,051	832	
06 Total actual veh miles	< 76,811 >	< 60,740 >	< 89,371 >	< 74,046 >	300,968	193,805	155,505	96,203,779
07 Total actual veh hours	< 5,629 >	< 5,238 >	< 7,518 >	< 4,659 >	23,044	14,831	11,699	7,353,745
08 Total actual veh revenue miles	< 64,440 >	< 57,057 >	< 78,362 >	< 51,571 >	251,430	173,216	140,675	81,548,215
09 Total actual veh revenue hours	< 5,123 >	< 5,091 >	< 7,040 >	< 3,751 >	21,005	14,257	11,283	6,775,271
10 Total scheduled veh revenue miles	< 64,579 >	< 57,227 >	< 78,644 >	< 51,681 >	252,131	173,629	141,015	81,769,103
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation								
14 Number of pass. cars in operation								
15 Total actual train miles	< >	< >	< >	< >				
16 Total actual train hours	< >	< >	< >	< >				
17 Total actual train revenue miles	< >	< >	< >	< >				
18 Total actual train revenue hours	< >	< >	< >	< >				
19 Tot actual passngr car miles	< >	< >	< >	< >				
20 Tot actual passngr car rev miles	< >	< >	< >	< >				
21 Tot sched passngr car rev miles	< >	< >	< >	< >				
22 Tot actual passngr car hours	< >	< >	< >	< >				
23 Tot actual passngr car rev hours	< >	< >	< >	< >				
Service consumed								
24 Unlinked passenger trips	< 278,390 >	< 298,443 >	< 427,022 >	< 175,764 >	1,179,619	810,969	592,107	378,640,251
25 Passenger miles					4,367,326	3,018,054	2,315,982	1,409,683,782
Service operated (days)					Weekdays	Saturdays	Sundays	Annual Total
26 Days schedules operated.....					258	50	57	365
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies								0

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 406
Transit System Service

ID: 9154 Mode: MB Service: PT
Los Angeles County Metropolitan Transportation Authority

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								36
02 Veh available for maximum service								36
Limits of service								
03 Time service begins	630	800	1445		430	730		
04 Time service ends	800	1445	1800		2000	1930		
Service supplied (Non-Rail modes)								
05 Number of veh in operation	30	18	30		30	18		
06 Total actual veh miles	< >	< >	< >	< >	5,199	3,640		1,546,219
07 Total actual veh hours	< >	< >	< >	< >	266	192		79,410
08 Total actual veh revenue miles	< >	< >	< >	< >	4,713	3,387		1,406,217
09 Total actual veh revenue hours	< >	< >	< >	< >	229	175		68,869
10 Total scheduled veh revenue miles	< >	< >	< >	< >	4,725	3,427		1,411,429
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation								
14 Number of pass. cars in operation								
15 Total actual train miles	< >	< >	< >	< >				
16 Total actual train hours	< >	< >	< >	< >				
17 Total actual train revenue miles	< >	< >	< >	< >				
18 Total actual train revenue hours	< >	< >	< >	< >				
19 Tot actual passngr car miles	< >	< >	< >	< >				
20 Tot actual passngr car rev miles	< >	< >	< >	< >				
21 Tot sched passngr car rev miles	< >	< >	< >	< >				
22 Tot actual passngr car hours	< >	< >	< >	< >				
23 Tot actual passngr car rev hours	< >	< >	< >	< >				
Service consumed								
24 Unlinked passenger trips	< >	< >	< >	< >	3,654	2,775		1,097,994
25 Passenger miles					32,390	18,441		9,412,722
Service operated (days)								
26 Days schedules operated.....					Weekdays 261	Saturdays 52	Sundays	Annual Total 313
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies								0

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 406
Transit System Service

ID: 9154 Mode: HR Service: D0
Los Angeles County Metropolitan Transportation Authority

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								16
02 Veh available for maximum service								30
Limits of service								
03 Time service begins	0500	0900	1500		0424	0415	0415	
04 Time service ends	0900	1500	1900		2122	2122	2122	
Service supplied (Non-Rail modes)								
05 Number of veh in operation								
06 Total actual veh miles	< >	< >	< >	< >				
07 Total actual veh hours	< >	< >	< >	< >				
08 Total actual veh revenue miles	< >	< >	< >	< >				
09 Total actual veh revenue hours	< >	< >	< >	< >				
10 Total scheduled veh revenue miles	< >	< >	< >	< >				
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation	4	4	4	2	4	3	3	
14 Number of pass. cars in operation	14	14	8	7	14	6	6	
15 Total actual train miles	< 236 >	< 306 >	< 226 >	< 66 >	834	417	446	261,444
16 Total actual train hours	< 15 >	< 21 >	< 15 >	< 6 >	57	39	41	18,993
17 Total actual train revenue miles	< 235 >	< 303 >	< 222 >	< 60 >	820	412	441	257,297
18 Total actual train revenue hours	< 15 >	< 20 >	< 14 >	< 5 >	54	38	40	18,112
19 Tot actual passngr car miles	< 858 >	< 652 >	< 448 >	< 149 >	2,107	835	893	636,257
20 Tot actual passngr car rev miles	< 853 >	< 643 >	< 441 >	< 131 >	2,068	823	882	624,968
21 Tot sched passngr car rev miles	< 861 >	< 654 >	< 447 >	< 135 >	2,097	847	904	634,904
22 Tot actual passngr car hours	< 54 >	< 43 >	< 29 >	< 16 >	142	78	82	45,210
23 Tot actual passngr car rev hours	< 53 >	< 42 >	< 28 >	< 12 >	135	76	80	43,190
Service consumed								
24 Unlinked passenger trips	< 3,254 >	< 6,114 >	< 6,042 >	< 344 >	15,754	9,165	7,873	4,971,543
25 Passenger miles					23,253	14,297	13,250	7,469,374
Service operated (days)								
26 Days schedules operated.....					Weekdays 258	Saturdays 50	Sundays 57	Annual Total 365
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies					1	1	1	3

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 406
Transit System Service

ID: 9154 Mode: DR Service: PT
Los Angeles County Metropolitan Transportation Authority

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								199
02 Veh available for maximum service								199
Limits of service								
03 Time service begins	600	1130	1400		600	800	700	
04 Time service ends	1130	1400	1800		1100	1900	1800	
Service supplied (Non-Rail modes)								
05 Number of veh in operation	187	187	187		187	57	55	
06 Total actual veh miles	< >	< >	< >	< >	13,658	3,668	3,069	3,915,062
07 Total actual veh hours	< >	< >	< >	< >	1,037	309	278	301,181
08 Total actual veh revenue miles	< >	< >	< >	< >	11,980	3,650	2,941	3,469,512
09 Total actual veh revenue hours	< >	< >	< >	< >	880	280	250	257,240
10 Total scheduled veh revenue miles	< >	< >	< >	< >				
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation								
14 Number of pass. cars in operation								
15 Total actual train miles	< >	< >	< >	< >				
16 Total actual train hours	< >	< >	< >	< >				
17 Total actual train revenue miles	< >	< >	< >	< >				
18 Total actual train revenue hours	< >	< >	< >	< >				
19 Tot actual passngr car miles	< >	< >	< >	< >				
20 Tot actual passngr car rev miles	< >	< >	< >	< >				
21 Tot sched passngr car rev miles	< >	< >	< >	< >				
22 Tot actual passngr car hours	< >	< >	< >	< >				
23 Tot actual passngr car rev hours	< >	< >	< >	< >				
Service consumed								
24 Unlinked passenger trips	< >	< >	< >	< >	3,863	1,349	1,130	1,137,151
25 Passenger miles					16,883	4,441	3,661	4,827,767
Service operated (days)								
26 Days schedules operated.....					Weekdays 261	Saturdays 52	Sundays 52	Annual Total 365
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies								0

Date Prepared/Updated: 03/28/95

Report Year 1994

Form 406
Transit System Service

ID: 9154 Mode: LR Service: DO
Los Angeles County Metropolitan Transportation Authority

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								36
02 Veh available for maximum service								54
Limits of service								
03 Time service begins	0500	0900	1500		0405	0405	0405	
04 Time service ends	0900	1500	1900		2335	2335	2335	
Service supplied (Non-Rail modes)								
05 Number of veh in operation								
06 Total actual veh miles	< >	< >	< >	< >				
07 Total actual veh hours	< >	< >	< >	< >				
08 Total actual veh revenue miles	< >	< >	< >	< >				
09 Total actual veh revenue hours	< >	< >	< >	< >				
10 Total scheduled veh revenue miles	< >	< >	< >	< >				
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation	17	15	17	11	17	13	13	
14 Number of pass. cars in operation	34	30	34	22	34	26	26	
15 Total actual train miles	< 1,140 >	< 1,361 >	< 1,195 >	< 769 >	4,465	3,803	3,793	1,558,321
16 Total actual train hours	< 60 >	< 70 >	< 60 >	< 41 >	231	202	201	81,155
17 Total actual train revenue miles	< 1,116 >	< 1,350 >	< 1,175 >	< 730 >	4,371	3,747	3,740	1,528,248
18 Total actual train revenue hours	< 58 >	< 70 >	< 59 >	< 39 >	226	198	198	79,494
19 Tot actual passngr car miles	< 2,276 >	< 2,724 >	< 2,391 >	< 1,236 >	8,627	7,293	7,279	3,005,319
20 Tot actual passngr car rev miles	< 2,227 >	< 2,702 >	< 2,353 >	< 1,155 >	8,437	7,178	7,164	2,943,994
21 Tot sched passngr car rev miles	< 2,237 >	< 2,710 >	< 2,357 >	< 1,157 >	8,461	7,182	7,168	2,950,614
22 Tot actual passngr car hours	< 118 >	< 141 >	< 120 >	< 66 >	445	386	386	156,112
23 Tot actual passngr car rev hours	< 116 >	< 139 >	< 118 >	< 60 >	433	379	379	152,267
Service consumed								
24 Unlinked passenger trips	< 11,655 >	< 8,652 >	< 13,239 >	< 3,064 >	36,610	24,267	20,879	11,848,833
25 Passenger miles					318,251	209,812	184,612	103,122,242
Service operated (days)								
26 Days schedules operated.....					Weekdays 258	Saturdays 50	Sundays 57	Annual Total 365
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies								0

Form 408
Revenue Vehicle Inventory

ID: 9154 Mode: MB Service: DO Page: 1
Los Angeles County Metropolitan Transportation Authority

Line Number	Number of Vehicles in Total Fleet	Veh. Type Code (F3)	Owner-ship Code	Year of Manuf.	Manuf. Code (F3)	Model Number	Number of Active Vehicles in Fleet	Number of ADA Accessible Vehicles	Emerg. Cont. Veh.	Fuel Type (F3)	Seat Cap.	Stand. Cap.	Total Miles on Active Veh. during Period (000)	Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	840	BA	00	1980	GMC	RTS11T80204	576	576	100	DF	43	21	21,082	593	01
02	35	BA	00	1982	GMC	RTS11T70604	35	35	0	DF	36	18	1,393	512	02
03	18	BA	00	1982	NEO	DOUBLE DECK N122/3	10	0	0	DF	82	41	210	219	03
04	412	BA	00	1984	NEO	AN440A	411	411	0	DF	43	21	19,153	520	04
05	90	BA	00	1987	NEO	AN4403	90	90	0	DF	47	26	3,771	319	05
06	149	BA	00	1988	FLX	METRO401026C	148	148	0	DF	42	21	5,964	289	06
07	267	BA	00	1988	TMC	RTST80206	267	267	0	DF	43	21	11,962	263	07
08	30	BA	00	1989	TMC	RTST80206M	30	30	0	MT	43	21	714	142	08
09	103	BA	00	1989	TMC	RTST80206	102	102	0	DF	43	21	5,100	247	09
10	64	BA	00	1990	FLX	METRO401026C	64	64	0	DF	46	22	2,874	228	10
11	10	BA	00	1990	FLX	METRO4102	10	10	0	CN	44	22	171	81	11
12	71	BA	00	1990	FLX	METRO401026L	71	71	0	DF	44	22	3,571	206	12
13	11	BA	LR	1992	NEO	JE40102	11	11	0	DF	45	22	358	82	13
14	303	BA	00	1992	TMC	RTST80206M	303	303	0	MT	43	21	13,029	69	14
15	33	BA	00	1992	FLX	METRO401026L	33	33	0	DF	44	22	1,508	116	15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total	2,436						2,161	2,151	100				90,860		Total
25															25

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 408
Revenue Vehicle Inventory

ID: 9154 Mode: MB Service: PT Page: 1
Los Angeles County Metropolitan Transportation Authority

Line Number	a Number of Vehicles in Total Fleet	b Veh. Type Code (F3)	c Owner-ship Code	d Year of Manuf.	e Manuf. Code (F3)	f Model Number	g Number of Active Vehicles in Fleet	h Number of ADA Accessible Vehicles	i Emerg. Cont. Veh.	j Fuel Type (F3)	k Seat Cap.	l Stand Cap.	m Total Miles on Active Veh. during Period (000)	n Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	13	BB	LP	1991	GIL		13	13	0	DF	27	27	700	91	01
02	11	BA	LP	1991	NEO		11	11	0	DF	40	20	355	47	02
03	5	BA	LP	1992	GIL		5	5	0	DF	36	36	270	37	03
04	4	BA	OO	1981	GAI		4	4	0	DF	40	20	6	500	04
05	1	BB	TL	1991	SVM		1	1	0	DF	20	15	17	79	05
06	2	BA	LP	1992	GIL		2	2	0	DF	36	18	72	94	06
07															07
08															08
09															09
10															10
11															11
12															12
13															13
14															14
15															15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total 25	36						36	36	0				1,420		Total 25

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 408
Revenue Vehicle Inventory

ID: 9154 Mode: HR Service: DO Page: 1
Los Angeles County Metropolitan Transportation Authority

Line Number	a Number of Vehicles in Total Fleet	b Veh. Type Code (F3)	c Owner-ship Code	d Year of Manuf.	e Manuf. Code (F3)	f Model Number	g Number of Active Vehicles in Fleet	h Number of ADA Accessible Vehicles	i Emerg. Cont. Veh.	j Fuel Type (F3)	k Seat Cap.	l Stand Cap.	m Total Miles on Active Veh. during Period (000)	n Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	30	RS	00	1991	BFC	HRV	30	30	0	EP	59	242	724	39	01
02															02
03															03
04															04
05															05
06															06
07															07
08															08
09															09
10															10
11															11
12															12
13															13
14															14
15															15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total 25	30						30	30	0				724		Total 25

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 408
Revenue Vehicle Inventory

ID: 9154 Mode: DR Service: PT Page: 1
Los Angeles County Metropolitan Transportation Authority

Line Number	Number of Vehicles in Total Fleet	Veh. Type Code (F3)	Ownership Code	Year of Manuf.	Manuf. Code (F3)	Model Number	Number of Active Vehicles in Fleet	Number of ADA Accessible Vehicles	Emerg. Cont. Veh.	Fuel Type (F3)	Seat Cap.	Stand. Cap.	Total Miles on Active Veh. during Period (000)	Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	6	BC	00	1988	FRD		4	4	2	LN	13	0	135	150	01
02	3	BC	LR	1989	FRD		3	3	0	GA	11	0	101	150	02
03	5	BC	LR	1990	FRD		5	5		DF	11	0	169	150	03
04	3	AO	00	1990			3	3		GA	4				04
05	2	VN	00	1990	DTD		2	2		GA	13	0	23	125	05
06	23	AO	TL				23	10		GA					06
07	2	VN	TL				2	2		GA					07
08	6	VN	00	1986	DTD		5	5	1	GA	13	0	18	132	08
09	5	VN	TL	1986	FRD		4	4	1	GA	10	0	106	250	09
10	4	VN	TL	1994	DTD		4	4	0	GA	13	0	101	250	10
11	4	VN	OR	1989	DTD		4	1	0	GA	17	0	159	150	11
12	7	VN	00	1989	EBC		7	7		GA	14	0	213	31	12
13	1	VN	OR	1990	WOC		1	1		GA	14	0	37	250	13
14	16	BC	00	1986	FRD		16	16	0	GA	15	0	264	216	14
15	1	BC	00	1981	CMD		1	1	0	GA	10	0	1	140	15
16	1	BC	00	1983	FRD		1	1	0	GA	14	0	11	178	16
17	2	BC	00	1983	DTD		2	2	0	GA	12	0	8	168	17
18	2	BC	00	1983	FRD		2	2	0	GA	8	0	18	192	18
19	1	BC	00	1983	DTD		1	1	0	GA	10	0	7	181	19
20	1	BC	00	1984	BBB		1	1	0	GA	10	0	9	155	20
21	2	BC	LR	1988	FRD		2	2	0	GA	10	0	38	128	21
22	8	BC	00	1990	FRD		8	8	0	GA	13	0	184	104	22
23	5	BC	LR	1990	FRD		5	5	0	GA	11	0	103	84	23
24	6	BC	00	1993	FRD		6	6	0	GA	14	0	43	26	24
Total 25	116						112	96	4				1,748		Total 25

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 408
Revenue Vehicle Inventory

ID: 9154 Mode: LR Service: DO Page: 1
Los Angeles County Metropolitan Transportation Authority

Line Number	a Number of Vehicles in Total Fleet	b Veh. Type Code (F3)	c Owner-ship Code	d Year of Manuf.	e Manuf. Code (F3)	f Model Number	g Number of Active Vehicles in Fleet	h Number of ADA Accessible Vehicles	i Emerg. Cont. Veh.	j Fuel Type (F3)	k Seat Cap.	l Stand Cap.	m Total Miles on Active Veh. during Period (000)	n Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	54	RS	00	1989	SUM	LRV	54	54	0	EP	76	154	3,054	215	01
02															02
03															03
04															04
05															05
06															06
07															07
08															08
09															09
10															10
11															11
12															12
13															13
14															14
15															15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total	54						54	54	0				3,054		Total
25															25

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 408
Revenue Vehicle Inventory

ID: 9154 Mode: DR Service: PT Page: 2
Los Angeles County Metropolitan Transportation Authority

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o
Line Number	Number of Veh. in Total Fleet	Veh. Type Code (F3)	Owner-ship Code	Year of Manuf.	Manuf. Code (F3)	Model Number	Number of Active Vehicles in Fleet	Number of ADA Accessible Vehicles	Emerg. Cont. Veh.	Fuel Type (F3)	Stand. Cap.	Total Miles on Active Veh. during Period (000)	Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	10	BC	LR	1993	FRD		10	10	0	GA	12	157	17	01
02	2	AO	OO	1987	CMD		1	0	1	GA	4	32	182	02
03	5	BC	OO	1993	FRD		5	5	0	GA	13	55	13	03
04	8	VN	LR	1991	NCC		8	8	0	GA	13	299	63	04
05	2	VN	LR	1991	NCC		2	2	0	GA	11	74	63	05
06	9	AO	LR				9	9	0	GA	4			06
07	40	AO	LR				33	33	0	GA	4			07
08	7	AO	LR				7	7	0	GA	4			08
09														09
10														10
11														11
12														12
13														13
14														14
15														15
16														16
17														17
18														18
19														19
20														20
21														21
22														22
23														23
24														24
Total	83						75	74	1			617		Total
25														25

Date Prepared/Updated: 02/10/95

Report Year 1994

Form 901
Section 9 Statistics

ID: 9154 Mode: MB
Los Angeles County Metropolitan Transportation Authority
(Form 005 included)

a	b	c	d	e f g h i j k							
	Data from other forms	Annual Total	Non-UZA	UZA's							
01 UZA number				2	63						
02 UZA and Non-UZA Allocation		100.0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
Non-fixed guideway											
03 Actual vehicle revenue miles	82,954,432	81,381,905	0	81,274,577	107,328	0	0	0	0	0	0
04 Passenger miles	1,419,096,504	1,387,032,085	0	1,385,334,187	1,697,898	0	0	0	0	0	0
05 Operating expense (rptng agency)	632,722,923	620,587,575	0	619,759,314	828,261	0	0	0	0	0	0
Fixed guideway											
06 Motor Bus fixed guideway alloc.			0%	0%	0%	0%	0%	0%	0%	0%	0%
07 Fixed guideway dir. route miles	24.5	24.5	0	24.5	0	0	0	0	0	0	0
08 Actual vehicle revenue miles	0!	1,572,527	0	1,572,527	0	0	0	0	0	0	0
09 Passenger miles	0!	32,064,419	0	32,064,419	0	0	0	0	0	0	0
10 Operating expense (rptng agency)	0!	12,135,348	0	12,135,348	0	0	0	0	0	0	0
11 Enter commencement date of revenue service on first fixed guideway segment.		Month/Day/Year 05 01 1974									

Date Prepared/Updated: 03/28/95

Report Year 1994

Form: 901 Section 9 Statistics

ID: 9154 Mode: MB

ID Name: Los Angeles County Metropolitan Transportation Authority

Subject: Motorbus fixed guideway segments (Forms 403 & 901)

Fixed Guideway Motor bus segments are comprised of the following:

- 1) El Monte Busway
- 2) Spring Street Contra-Lane

Form: 901 Section 9 Statistics

ID: 9154 Mode: MB

ID Name: Los Angeles County Metropolitan Transportation Authority
Subject: Fixed/non-fixed guideway allocation methodology (Form 901)

Allocation of Actual Vehicle Revenue Miles, Passenger Miles and Operating Expenses between fixed and non-fixed guideways:

The MTA first establishes the Total Actual Vehicles Revenue Miles, which are reported on Form 406, line 08, column i. The Total Actual Vehicle

Revenue Miles are calculated using:

1. Master trip scheduling database.
2. Service added/cancelled based on temporary (pink) letters.
3. Service provided to special events (Dodger Stadium, Hollywood Bowl, etc.).
4. Loss of Service due to non-availability of equipment, operator, equipment breakdown, etc.; and
5. Service lost due to emergencies (including earthquake related service interruptions this year).

Vehicle Revenue Miles accrued on fixed guideway facilities are calculated by first identifying the bus lines that operate on those facilities then multiplying the number of trips operated by each line by the length of the segment being operated on. Resulting Vehicle Revenue Miles are then subtracted from the Total Actual Vehicle Revenue Miles, reported on Form 406, to derive the non-fixed guideway Actual Vehicle Revenue Miles (Form 901, line 02, column c.)

Bus System Passenger Miles are calculated by multiplying daily, Saturday and Sunday Unlinked Passenger Trips by the bus system average trip lengths for the corresponding day types, obtained from the most recent ridecheck data available. Passenger Miles on the fixed guideway segments are calculated by multiplying the number of passenger on board by the length of the fixed guideway segment. Fixed guideway Passenger Miles are then subtracted from the system total, to give the non-fixed guideway Passenger Miles (Form 901, line 03, column c.)

Bus system Operating Expenses are allocated between fixed and non-fixed guideways using the FTA suggested methodology, provided in the Section 15 Reporting Manual, page 900-5:

$$FG\% = 1,572,527/81,548,215 = 1.928\%$$
$$NF\% = 79,975,688/81,548,215 = 98.072\%$$
$$FG \text{ Operating Expenses} : \$629,315,708 * 1.928\% = \$ 12,135,348$$
$$NF \text{ Operating Expenses} : \$629,315,708 * 98.072\% = \$617,180,360$$

This allocation formula excludes MB/PT data.

Form 901
Section 9 Statistics

ID: 9154 Mode: HR
Los Angeles County Metropolitan Transportation Authority

a	b	c	d	e	f	g	h	i	j	k
	Data from other forms	Annual Total	Non-UZA	UZA's						
01 UZA number				2	63					
02 UZA and Non-UZA Allocation		100.0%	%	100.0%	0%	0%	0%	0%	0%	0%
Non-fixed guideway										
03 Actual vehicle revenue miles	!	0	0	0	0	0	0	0	0	0
04 Passenger miles	!	0	0	0	0	0	0	0	0	0
05 Operating expense (rptng agency)	!	0	0	0	0	0	0	0	0	0
Fixed guideway										
06 Motor Bus fixed guideway alloc.			%	%	%	%	%	%	%	%
07 Fixed guideway dir. route miles	6.0	6.0		6.0						
08 Actual vehicle revenue miles	624,968	624,968	0	624,968	0	0	0	0	0	0
09 Passenger miles	7,469,374	7,469,374	0	7,469,374	0	0	0	0	0	0
10 Operating expense (rptng agency)	21,487,501	21,487,501	0	21,487,501	0	0	0	0	0	0
11 Enter commencement date of revenue service on first fixed guideway segment.		Month/Day/Year 01 30 1993								

Date Prepared/Updated: 03/28/95

Report Year 1994

Form 901
Section 9 Statistics

ID: 9154 Mode: DR
Los Angeles County Metropolitan Transportation Authority

a	b	c	d	e f g h i j k							
	Data from other forms	Annual Total	Non-UZA	UZA's							
01 UZA number				2	63						
02 UZA and Non-UZA Allocation		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-fixed guideway											
03 Actual vehicle revenue miles	3,469,512	3,469,512	0	3,469,512	0	0	0	0	0	0	0
04 Passenger miles	4,827,767	4,827,767	0	4,827,767	0	0	0	0	0	0	0
05 Operating expense (rptng agency)	9,954,965	9,954,965	0	9,954,965	0	0	0	0	0	0	0
Fixed guideway											
06 Motor Bus fixed guideway alloc.			%	%	%	%	%	%	%	%	%
07 Fixed guideway dir. route miles		0									
08 Actual vehicle revenue miles		0	0	0	0	0	0	0	0	0	0
09 Passenger miles		0	0	0	0	0	0	0	0	0	0
10 Operating expense (rptng agency)		0	0	0	0	0	0	0	0	0	0
11 Enter commencement date of revenue service on first fixed guideway segment.		Month/Day/Year									

Date Prepared/Updated: 03/28/95

Report Year 1994

Form 901
Section 9 Statistics

ID: 9154 Mode: LR
Los Angeles County Metropolitan Transportation Authority

a	b	c	d	e f g h i j k							
	Data from other forms	Annual Total	Non-UZA	UZA's							
01 UZA number				2	63						
02 UZA and Non-UZA Allocation		100.0%	0%	100.0%	0%	0%	0%	0%	0%	0%	0%
Non-fixed guideway											
03 Actual vehicle revenue miles	!	0	0	0	0	0	0	0	0	0	0
04 Passenger miles	!	0	0	0	0	0	0	0	0	0	0
05 Operating expense (rptng agency)	!	0	0	0	0	0	0	0	0	0	0
Fixed guideway											
06 Motor Bus fixed guideway alloc.			%	%	%	%	%	%	%	%	%
07 Fixed guideway dir. route miles	43.2	43.2		43.2							
08 Actual vehicle revenue miles	2,943,994	2,943,994	0	2,943,994	0	0	0	0	0	0	0
09 Passenger miles	103,122,242	103,122,242	0	103,122,242	0	0	0	0	0	0	0
10 Operating expense (rptng agency)	43,943,461	43,943,461	0	43,943,461	0	0	0	0	0	0	0
11 Enter commencement date of revenue service on first fixed guideway segment.		Month/Day/Year 08 01 1990									

Date Prepared/Updated: 03/28/95

Report Year 1994