

**Schedule of Operating Data, Ridership,
Operating Expenditures, Farebox Revenues and Other Revenues
For the Commuter Express Program – Region 2
City of Los Angeles**

*Year Ended June 30, 2018
with Report of Independent Auditors*



Metro[®]



Simpson & Simpson, LLP
Certified Public Accountants

CITY OF LOS ANGELES
COMMUTER EXPRESS PROGRAM – REGION 2

TABLE OF CONTENTS

	PAGE
Independent Auditor's Report	1
Schedule of Operating Data, Ridership, Operating Expenditures, Farebox Revenues and Other Revenues	3



SIMPSON & SIMPSON
CERTIFIED PUBLIC ACCOUNTANTS

FOUNDING PARTNERS
BRANARD C. SIMPSON, CPA
MELBA W. SIMPSON, CPA

U.S. BANK TOWER
633 WEST 5TH STREET, SUITE 3320
LOS ANGELES, CA 90071
(213) 736-6664 TELEPHONE
(213) 736-6692 FAX
www.simpsonllp.com

Independent Auditor's Report

To the Honorable Members of the City Council of the
City of Los Angeles, California
To the Los Angeles County
Metropolitan Transportation Authority
And to the Federal Transit Administration

Report on the Schedule

We have audited the accompanying Schedule of Operating Data, Ridership, Operating Expenditures, Farebox Revenues, and Other Revenues for the **Commuter Express Program – Region 2** of the City of Los Angeles for the year ended June 30, 2018 (the Schedule).

Management's Responsibility for the Schedule

The City of Los Angeles Department of Transportation's (LADOT) management is responsible for the preparation and fair presentation of this Schedule in accordance with accounting principles generally accepted in the United States of America and the requirements of the Uniform System of Accounts and Records and Reporting System, Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2018 Policy Manual; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the Schedule that is free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on the Schedule based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the requirements of the Uniform System of Accounts and Records and Reporting System, Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2018 Policy Manual. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the Schedule is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Schedule. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the Schedule, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the Schedule in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the Schedule.



We believe that the audit evidence we have obtained is sufficient and appropriate to provide a reasonable basis for our audit opinion.

The scope of our audit was to determine whether:

- A system is in place and maintained for recording data in accordance with the National Transit Database (NTD) definitions. The correct data is being measured and no systematic errors exist.
- A system is in place to record data on a continuing basis and the data gathering is an ongoing effort.
- Source documents are available to support the reported data and are maintained for the Federal Transit Administration's (FTA) review and audit for a minimum of three years following FTA's receipt of the NTD report. The data is fully documented and securely stored.
- A system of internal controls is in place to ensure the data collection process is accurate and that the recording system and reported comments are not altered. Documents are reviewed and signed by a supervisor, as required.
- The data collection methods are those suggested by FTA or otherwise meet FTA requirements.
- The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual vehicle revenue miles data, appear to be accurate.
- Data is consistent with prior reporting periods and other facts known about transit agency operations.
- Farebox revenues have been accounted for and recorded in accordance with FTA definitions.

Opinion

In our opinion, the Schedule of Operating Data, Ridership, Operating Expenditures, Farebox Revenues, and Other Revenues referred to above presents fairly, in all material respects, the operating data, ridership, operating expenditures, farebox revenues, and other revenues for the Commuter Express Program – Region 2 of the City of Los Angeles for the year ended June 30, 2018 in accordance with accounting principles generally accepted in the United States of America and the requirements of the Uniform System of Accounts and Records and Reporting System, Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2018 Policy Manual.

Restriction on Use

This report is intended solely for the information and use of the City of Los Angeles, the Los Angeles County Metropolitan Transportation Authority and FTA and is not intended to be and should not be used by anyone other than these specified parties.

A handwritten signature in black ink that reads "Simpson & Simpson".

Los Angeles, California
February 10, 2019

City of Los Angeles
Commuter Express Program – Region 2
Schedule of Operating Data, Ridership, Operating Expenditures
Farebox Revenues, and Other Revenues
Year ended June 30, 2018

	All Routes
Operating Data	CE Region 2
Number of Vehicles in Operation	69
Total Vehicle Miles	2,516,391
Total Vehicle Hours	95,566
Total Vehicle Revenue Miles	1,207,774
Total Vehicle Revenue Hours	56,427
Total Vehicle Trips	34,371
Directional Route Miles	507
Ridership Data	
Total Passenger Trips	721,834
Total Passenger Miles	15,189,907
Operating Expenditures	
Contractor Operating Costs	
Service Costs	\$ 6,793,837
Fuel Costs	2,107,724
Subtotal	8,901,561
Administrative Costs	628,264
Total Operating Expenditures	\$ 9,529,825
Farebox Revenues	\$ 468,547
Other Revenues	\$ 1,564,128

NOTES:

1. Commuter Express Program (CE) – Region 2 is an express bus service of the City of Los Angeles serving the northern area of the city.
2. Operating data such as vehicle hours and vehicle miles is based on the actual time and distance travelled by the vehicle including the deadhead miles/hours. Vehicle revenue hours and vehicle revenue miles are based on the trip schedule minus any missed trips. This data is calculated using pre-determined daily route plans for each vehicle trip less missed trips reported by LADOT’s transportation provider.
3. Ridership data such as passenger miles and passenger trips is based on surveys conducted by LADOT’s transportation provider using the specific trips that were statistically sampled for survey by LADOT.
4. Operating expenditures are based on the accrual method of accounting such that expenditures allocable to the transit program/route are reported in the period in which they are incurred.
5. Farebox revenues are based on actual farebox collected from passengers and the data is accumulated on a regular basis by LADOT’s transportation provider.
6. Other revenues represent mostly the program’s share in the advertising revenues and sale of transit tickets/passes and TAP cards.

**City of Los Angeles
Commuter Express Program – Region 2
Schedule of Operating Data, Ridership, Operating Expenditures
Farebox Revenues, and Other Revenues
Year ended June 30, 2018
(Continued)**

Operating Data	<u>Line 409</u>	<u>Line 419</u>
Number of Vehicles in Operation	8	8
Total Vehicle Miles	238,593	343,905
Total Vehicle Hours	9,230	12,005
Total Vehicle Revenue Miles	109,488	185,729
Total Vehicle Revenue Hours	5,124	6,900
Total Vehicle Trips	3,780	4,297
Directional Route Miles	66	69
Ridership Data		
Total Passenger Trips	98,817	98,892
Total Passenger Miles	1,670,532	1,899,014
Operating Expenditures		
Contractor Operating Costs		
Service Costs	\$ 616,908	\$ 830,747
Fuel Costs	199,845	288,054
Subtotal	<u>816,753</u>	<u>1,118,801</u>
Administrative Costs	57,051	76,825
Total Operating Expenditures	<u>\$ 873,804</u>	<u>\$ 1,195,626</u>
Farebox Revenues	<u>\$ 45,408</u>	<u>\$ 54,486</u>
Other Revenues	<u>\$ 215,373</u>	<u>\$ 310,895</u>

**City of Los Angeles
Commuter Express Program – Region 2
Schedule of Operating Data, Ridership, Operating Expenditures
Farebox Revenues, and Other Revenues
Year ended June 30, 2018**

Operating Data	<u>Line 422</u>	<u>Line 423</u>
Number of Vehicles in Operation	12	12
Total Vehicle Miles	669,318	462,261
Total Vehicle Hours	22,245	16,347
Total Vehicle Revenue Miles	299,710	186,871
Total Vehicle Revenue Hours	13,475	8,649
Total Vehicle Trips	6,083	4,801
Directional Route Miles	100	98
Ridership Data		
Total Passenger Trips	131,805	91,196
Total Passenger Miles	2,688,319	2,121,752
Operating Expenditures		
Contractor Operating Costs		
Service Costs	\$ 1,622,357	\$ 1,041,339
Fuel Costs	560,619	387,189
Subtotal	<u>2,182,976</u>	<u>1,428,528</u>
Administrative Costs	150,032	96,299
Total Operating Expenditures	<u>\$ 2,333,008</u>	<u>\$ 1,524,827</u>
Farebox Revenues	<u>\$ 149,964</u>	<u>\$ 51,526</u>
Other Revenues	<u>\$ 139,500</u>	<u>\$ 259,161</u>

City of Los Angeles
Commuter Express Program – Region 2
Schedule of Operating Data, Ridership, Operating Expenditures
Farebox Revenues, and Other Revenues
Year ended June 30, 2018

Operating Data	<u>Line 549</u>	<u>Line 573</u>	<u>Line 574</u>
Number of Vehicles in Operation	9	11	9
Total Vehicle Miles	247,111	370,198	185,005
Total Vehicle Hours	10,162	17,692	7,885
Total Vehicle Revenue Miles	133,008	195,349	97,619
Total Vehicle Revenue Hours	6,885	10,975	4,419
Total Vehicle Trips	5,051	7,835	2,524
Directional Route Miles	53	46	75
Ridership Data			
Total Passenger Trips	50,482	194,142	56,500
Total Passenger Miles	2,232,237	3,462,597	1,115,456
Operating Expenditures			
Contractor Operating Costs			
Service Costs	\$ 829,022	\$ 1,321,400	\$ 532,064
Fuel Costs	<u>206,980</u>	<u>310,077</u>	<u>154,960</u>
Subtotal	1,036,002	1,631,477	687,024
Administrative Costs	<u>76,659</u>	<u>122,196</u>	<u>49,202</u>
Total Operating Expenditures	<u>\$ 1,112,661</u>	<u>\$ 1,753,673</u>	<u>\$ 736,226</u>
Farebox Revenues	<u>\$ 46,240</u>	<u>\$ 85,383</u>	<u>\$ 35,540</u>
Other Revenues	<u>\$ 78,738</u>	<u>\$ 402,169</u>	<u>\$ 158,292</u>