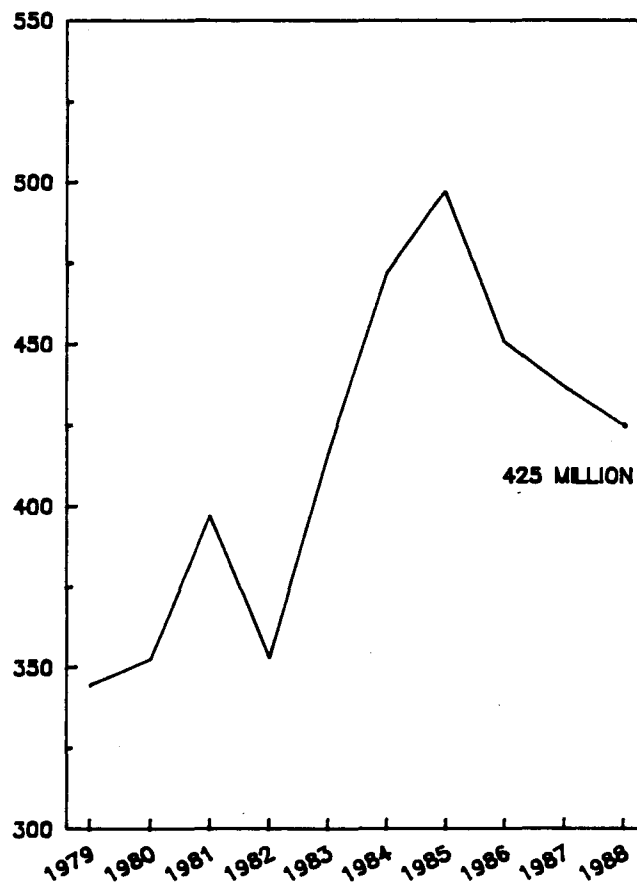


SECTION 15 SUBMITTAL FISCAL YEAR 1988

**TOTAL ANNUAL BOARDINGS
BY FISCAL YEAR (IN MILLIONS)**



S.C.R.T.D. LIBRARY

NOV 23 1988

Urban Mass Transportation Administration
Office of Grants Management
Audit Review and Analysis Division (UGM-13)
400 Seventh Street, S.W. Room 9315
Washington, D.C. 20590

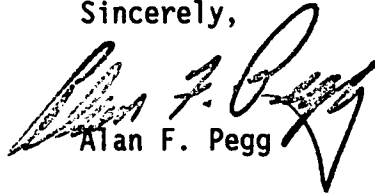
Section 15 Report

Gentlemen:

In compliance with your requirements, we are submitting our Section 15 Report for Fiscal Year 1988. The Metropolitan Planning Organization (MPO) Statement, the Chief Executive Officer (CEO) Certification and a statement of validity for the sampling procedures utilized are included. The required auditors' Section 9 Certification will be forwarded under separate cover. The auditors, Deloitte, Haskins and Sells, have completed the field work and are in the process of preparing their report.

If you need additional information, please contact Larry Schlegel, Director of Management and Budget, at (213) 972-4370.

Sincerely,



Alan F. Pegg

Attachment (1 original, 2 copies)

cc: Jim Sims

LS:RD:js
SECT15.DOC



Alan F. Pegg
General Manager

NOV 23 1988

Urban Mass Transportation Administration
Office of Grants Management
Audit Review and Analysis Division (UGM-13)
400 Seventh Street, S.W., Room 9315
Washington, D.C. 20590

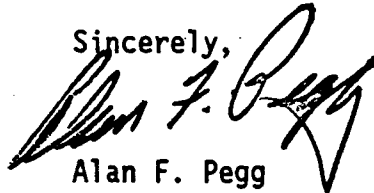
Dear Sirs:

I hereby certify to the following concerning the financial and non-financial/operating data submitted in the Southern California Rapid Transit District Section 15 Report for its fiscal year ending July 2, 1988:

1. The financial and non-financial/operating data (1) are accurate and truthful records of the financial transactions and operations of the Southern California Rapid Transit District and (2) conform in all material respects with the accounting and definitional requirements of the Urban Mass Transportation Administration's (UMTA) 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 include fixed guideway directional route miles, vehicle revenue miles, passenger miles, and operating costs.) I verify:
 - a. that a system is in place for recording data in accordance with UMTA definitions; that the correct data are being measured (e.g., vehicle revenue miles as opposed to total vehicle miles) and that no systematic errors exist (i.e., all data are recorded);
 - b. that a system is in place to record data on a continuing basis and that data gathering is an ongoing effort;
 - c. that source documents are available to support the reported data and are maintained for a minimum of three years and that data 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 UMTA or equivalent; that UMTA standards for precision and accuracy have been satisfied in that the sampling technique has either been approved by UMTA or, in advance of the UMTA approval, by a statistical expert serving the agency and confirmation that the collection methods documented are being followed; and
 - f. that the data are accurate; and that documentation of an analytic review of the reported data confirms that data 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 System of Accounts and Records. The Southern California Rapid Transit District has adopted the Uniform System of Accounts and Records and has previously submitted a Section 15 Report for its fiscal year ending June 27, 1987 which was compiled using the Uniform System of Accounts and Records and which contained an independent auditor's Section 15 financial data certification signed by Deloitte Haskins & Sells and dated October 26, 1987.

Sincerely,



Alan F. Pegg

Wells Fargo Center
333 South Grand Avenue
Los Angeles, California 90071-3190
(213) 253-4600
Telex: 674922

The Board of Directors
Southern California Rapid
Transit District:

We have performed the procedures requested by you, as described below, with respect to the Southern California Rapid Transit District (the "District") Section 9 Statistics Summary, Section 15 Form 006, included in the District's Section 15 report for the year ended July 2, 1988, required under Section 15 of the Urban Mass Transportation Act, as amended. This report is solely for your information and that of the Urban Mass Transportation Administration (UMTA) in determining that the information shown on Form 006 is presented in conformity with the requirements of UMTA as specified in Title 49, Code of Federal Regulations (CFR), Part 630, and is not to be used for any other purpose. This restriction is not intended to limit the distribution of this report, which is a matter of public record.

The procedures that we performed are described below. Such 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 District, as applicable, for the year ended July 2, 1988 for the motor bus - directly operated mode.

The procedures that we performed are summarized as follows:

1. We read Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System -- Reporting Manual and Sample Forms (All Reporting Levels), February 1988, (Reporting Manual), in particular, "Certification of Section 9 Data," pages 11 through 19 of that publication.
2. We developed specific procedures tailored to the District, as enumerated below, based on UMTA's Section 9 Test requirements as set forth in the Reporting Manual.
3. We obtained from Mr. Ashok Kumar, Supervising Planner, and read a copy of the District'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 (Reporting Manual Section 9 Test "a").

4. We discussed the procedures referenced in paragraph 3., above, with Mr. Kumar. We inquired of Mr. Kumar whether the District 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. We were informed by Mr. Kumar that, to the best of his knowledge, the District 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 (Reporting Manual Section 9 Test "b").
5. We inquired of Mr. Kumar concerning the retention policy that is followed by the District with respect to source documents supporting the Section 15 data reported on Form 006. Mr. Kumar informed us that source documents would be retained for at least three years following UMTA's acknowledged receipt of the Section 15 report.

We located and observed the source documents supporting the Section 15 data reported on Form 006 for the years ended June 27, 1987, June 28, 1986, and June 29, 1985 and found them properly retained (Reporting Manual Section 9 Test "c").

6. Based on the description of the District's procedures obtained as described in procedures 3. and 4., above, we identified the following source documents for retention by the District for a minimum of three years:

Statistical data files maintained on the District's on-line IBM system. With respect to passenger miles, the source documents are files containing data from Ride Checks and Fare Surveys. For vehicle revenue miles, the source document is the file containing Basic Operating Schedules.

We selected the months of December 1987, April 1988 and May 1988 and observed that each type of source document exists for each of these periods (Reporting Manual Section 9 Test "d").

7. We discussed the District's system of internal controls with Mr. Kumar. 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. Kumar 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").

8. We reviewed source documents and data summaries and noted that such reviews as indicated in step 7 are not documented as being completed. However, in connection with reviewing such procedures in place, nothing came to our attention that caused us to believe that procedures were not being performed (Reporting Manual Section 9 Test "f").
9. We obtained the worksheets utilized by the District to prepare the final data which are transcribed onto Form 006, Section 9 Statistics Summary. We compared the periodic data included on the worksheets to the periodic summaries prepared by the District and proved the arithmetic accuracy of the summarizations. We noted no deviations (Reporting Manual Section 9 Test "g").
10. We discussed the District's procedures for accumulating and recording passenger mile data in accordance with Section 15 requirements with Mr. Kumar. We were informed that passenger mile data was accumulated as follows: "The District utilizes sampling and estimation procedures that are an alternative to the three sampling procedures suggested by UMTA. Documentation of the alternative sampling procedure was submitted to UMTA for review in a District letter dated July 7, 1987 and UMTA review is currently in progress. In addition, the sampling methodology and estimation procedures were reviewed by Multisystems, Inc., together with Northeastern University, and found to yield unbiased estimates whose accuracy exceeds UMTA's accuracy standard of + 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%." (Reporting Manual Section 9 Test "h").
11. We discussed with Mr. Kumar the eligibility of the District to conduct statistical sampling for passenger mile data every third year under the guidelines promulgated by UMTA in Title 49 CFR Part 630 and he informed us that the District 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").
12. We obtained a copy of the sampling procedures for the estimation of passenger mile data used by the District and a copy of the District's methodology used to select the actual sample of runs for recording passenger mile data from Mr. Kumar. We reviewed the procedures 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").

13. 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 two percent (100) of the fare surveys conducted and twenty percent of the ride checks conducted.

The District 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").

14. We discussed the procedures for systematic exclusion of charter and school bus vehicle miles from the calculation of vehicle revenue miles with Mr. Kumar.

We were informed by Mr. Kumar that the District 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 District operated charter bus and/or school bus service during the year ended July 2, 1988 (Reporting Manual Section 9 Test "l").

15. We obtained a copy of the District's procedures for accumulating and reporting vehicle revenue mile data and discussed them with Mr. Kumar. We were informed by Mr. Kumar that the District calculates vehicle revenue miles by aggregating the revenue service distances traveled by the District's bus lines as documented in each lines' 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 five percent of the days that service was operated during the year, recomputed the daily total of missed revenue miles, and proved the arithmetical accuracy of the summarization of vehicle revenue miles (Reporting Manual Section 9 Test "m").

16. We discussed the District's procedures for accumulating and reporting fixed guideway directional route miles with Mr. Kumar. He informed us that the District's motor bus service meets the UMTA's definition of fixed guideway service contained in UMTA Circular C 9030.1A, "Section 9 Formula Grant Application Instructions," Appendix C, pages 11-13 in that the service is motor bus 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 F on parallel adjacent highway, and restricted access is enforced (Reporting Manual Section 9 Test "o").

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

We inquired whether there were service changes during the year that resulted in an increase or decrease in directional route miles. We were informed that there were no service changes during the year that resulted in an increase or decrease in directional route miles. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that the District incurred changes in service during the year that resulted in an increase or decrease in directional route miles (Reporting Manual Section 9 Test "p").

18. We measured fixed guideway directional route miles by tracing maps of fixed guideway service. We agreed the fixed guideway directional route miles we obtained above to that reported on the District's Section 15 Form 006, Section 9 Statistics Summary (Reporting Manual Section 9 Test "q").

19. We inquired of Mr. Kumar whether other public transit agencies operate service over the same fixed guideway as the District. We were informed that Embree-Mark IV, under a contract from the County of Los Angeles, operated service over the same fixed guideway under the name Foothill Transit. We were also informed that neither the County of Los Angeles nor Embree-Mark IV report fixed guideway miles. 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 guideway as the District (Reporting Manual Section 9 Test "r").

20. We agreed Operating Expenses as reported on Section 15 Form 006, "Section 9 Statistics Summary," to operating expenses reported on the District's financial statements, on which we rendered our report dated October 28, 1988, 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").

21. We inquired of Mr. Kumar whether the District contracts for transportation service. We were informed that the District does not contract for transportation service. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that the District contracts for transportation service (Reporting Manual Section 9 Test "t").
22. We inquired of Mr. Kumar if the District provides service in more than one urbanized area, or an urbanized area and a non-urbanized area. We were informed that the District serves the Los Angeles and Long Beach, Thousand Oaks and Oxnard, and San Bernardino and Riverside urbanized areas. We obtained the procedures for allocation of statistics between urbanized areas. We obtained and reviewed the worksheets and route maps and urbanized area boundaries used for allocating the statistics. The procedures utilized by the District for allocation of statistics between urbanized areas appears proper and we noted no exceptions to procedures (Reporting Manual Section 9 Test "w").
23. We compared the data reported on Form 006, Section 9 Statistics Summary, for the year ended July 2, 1988 to comparable data reported for the year ended June 27, 1987 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. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that any of the above statistics should have changed more than the mentioned limits.

Fixed guideway directional route mile data have decreased by more than 1 percent. We inquired of Mr. Kumar regarding the specifics of operations that led to the decrease in the data relative to the prior reporting period. He indicated that the decrease was due to the exclusion of freeway "pull-outs" from fixed guideway directional routes in accordance with UMTA guidelines. His explanation of the change appeared reasonable and consistent with other information we obtained in performing the procedures referred to in this report (Reporting Manual Section 9 Test "x").

24. The information and findings referred to in steps 8 and 10 regarding noncompliance with procedures and failure to meet UMTA-mandated standards came to our attention as a result of performing the procedures described above.

Because the foregoing procedures were not sufficient to constitute an audit made in accordance with generally accepted auditing standards, we do not express an opinion on the aforementioned Section 15 Form 006, Section 9 Statistics Summary, included in the District's Section 15 report for the year ended July 2, 1988. In connection with performing the procedures referred to above, except as set forth in procedure 24. above, no matters came to our attention that caused us to believe that the information included in the Section 15 Form 006, Section 9 Statistics Summary, for the year ended July 2, 1988 has not been prepared in accordance with the requirements of the Urban Mass Transportation Administration Uniform System of Accounts and Records and Reporting System as specified in Title 49 CFR Part 630. Had we performed additional procedures, or performed 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 aforementioned Section 15 Form 006, Section 9 Statistics Summary, included in the District's Section 15 report for the year ended July 2, 1988, and does not extend to the District's financial statements taken as a whole, or the other forms and pages included in the District's Section 15 Report, for any date or period.

Yours truly,

Deloitte Haskin + Sells

November 23, 1988

Multisystems, Inc.

1050 Massachusetts Avenue, Cambridge, Massachusetts 02138

617-864-5810

July 11, 1988

Mr. Ronald J. Fisher
Director, Information Services Staff
Office of Technical Assistance
Section 15, URT-7
400 7th Street, SW
Room 6419
Washington, D.C. 20590

Dear Mr. Fisher:

Multisystems, together with Northeastern University, has reviewed the sampling program and estimation procedures used by the Southern California Rapid Transit District for estimating unlinked passenger trips and passenger-miles, and has found them to yield unbiased estimates whose accuracy exceeds UMTA'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%.

Should you desire further documentation of our findings, please consult the Final Report under Contract #4688 prepared by us for SCRTD, in which the precision level is calculated (see Table 5) to be 1.7%.

Sincerely,



Peter G. Furth
Associate Professor of Civil Engineering
Northeastern University



**SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS**

600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

November 17, 1988

Mr. Alan F. Pegg
General Manager
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

Dear Mr. Pegg:

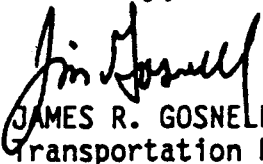
As required by the new Section 15 reporting requirements (Federal Register, September 15, 1987), the Southern California Association of Governments (SCAG), serving as the Metropolitan Planning Organization, is hereby providing for you the following information. For the Southern California Rapid Transit District the operational service area square miles and population within the Los Angeles-Long Beach and San Bernardino/Riverside Urbanized Area is as follows:

Operational Service Area Square Miles - 1442.06
Operational Service Area Population - 7,171,284

These figures were developed utilizing SCAG's Geographic Information System and the operator's transit system maps. Service areas were digitized around non express bus lines using street and/or census tract boundaries as guidelines via SCAG's Geographic Information Systems. By definition, any tract containing transit routes except express service, was included where the route was contiguous.

Please contact Diane Collins if further information is required.

Sincerely,


JAMES R. GOSNELL, Director
Transportation Planning

JG:RA

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TRANSIT SYSTEM IDENTIFICATION SCHEDULE

Transit ID

9 0 2 1

Fiscal Year End

0 7

0 2

8 8

Month

Day

Year

1. Transit system name: Southern California Rapid Transit District

2. Transit system address: 425 South Main Street
Street address

City Los Angeles

State California Zip Code 90013

3. Person to be contacted regarding this report:

Butler Michael E.

Last Name First Name and Initial(s)

Title Acting Controller - Treasurer

Telephone 213 972 6581
area code number extension

4. Reporting Level:

- R - Required Level
- A - A Level (Voluntary)
- B - B Level (Voluntary)
- C - C Level (Voluntary)

5. Type of organization: (Check one only)

- A. Public agency or authority which directly operates all transit service (not a State DOT)
- B. Public agency or authority which contracts for some or all transit service (not a State DOT)
- C. State Department of Transportation
- D. Private carrier under contract to one or more public agencies
- E. Private carrier not under contract to a public agency
- F. Other (describe on Form 005)

Date Prepared 11/14/88 Date Updated _____

CONTRACTUAL RELATIONSHIP IDENTIFICATION SCHEDULE

(Use as many pages as necessary)

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

Mode(s) MB

1. Name of contractor*: County of Los Angeles, Los Angeles Philharmonic Association

2. Address Road Department, P. O. Box 4089

City Los Angeles

State California Zip Code 90051

3. Name of contact person: Sam Ito

Title Supervising Civil Engineer II

Telephone 213 226-8311
area code number extension

4. Agency in Item 1 is:

- A. Public agency contracting for transit service
B. Other public agency providing transit service under contract
C. Private carrier providing transit service under contract
D. Private carrier contracting for transit service
E. Other (describe on Form 005)

5. Nature of contractual relationship (check all boxes that apply):

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

6. Number of vehicles operated in maximum service under contract: 64

7. Contract Amount: \$ 387,731 \$ \$

8. Revenues retained: [X] yes [] no
If yes, actual amount on annual basis \$ 318,750 \$ \$

*If report is by or for contractor operating 50 or more vehicles, this should be the name of the public agency contracting for service.

Date Prepared 11-14-88 Date Updated

CONTRACTUAL RELATIONSHIP IDENTIFICATION SCHEDULE

(Use as many pages as necessary)

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 2 8 8
Month Day Year

Mode(s) MB

1. Name of contractor*: OMNITRANS
2. Address 1700 West 5th Street
 City San Bernardino
 State California Zip Code 92411
3. Name of contact person: Richard A. Teichert
 Title Director of Accounting
 Telephone 714 889-0811
area code number extension

4. Agency in Item 1 is:

- A. Public agency contracting for transit service
- B. Other public agency providing transit service under contract
- C. Private carrier providing transit service under contract
- D. Private carrier contracting for transit service
- E. Other (describe on Form 005)

5. Nature of contractual relationship (check all boxes that apply):

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

6. Number of vehicles operated in maximum service under contract: 40

7. Contract Amount: \$ 1,103,800 \$ _____ \$ _____

8. Revenues retained: yes no
 If yes, actual amount on annual basis \$ 828,800 \$ _____ \$ _____

*If report is by or for contractor operating 50 or more vehicles, this should be the name of the public agency contracting for service.

Date Prepared 11-14-88 Date Updated _____

CONTRACTUAL RELATIONSHIP IDENTIFICATION SCHEDULE

(Use as many pages as necessary)

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

Mode(s) MB

1. Name of contractor*: Orange County Transit District
2. Address 11222 Acacia Parkway, P. O. Box 3005
 City Garden Grove
 State California Zip Code 92642
3. Name of contact person: Arthur Busse
 Title Manager of Accounting and Budgeting
 Telephone 714 971-6353
area code number extension

4. Agency in Item 1 is:
 - A. Public agency contracting for transit service
 - B. Other public agency providing transit service under contract
 - C. Private carrier providing transit service under contract
 - D. Private carrier contracting for transit service
 - E. Other (describe on Form 005)

5. Nature of contractual relationship (check all boxes that apply):
 - A. Cash reimbursement of some or all of contract carrier's operating deficit
 - B. Cash payment to contract carrier for specific mass transportation services
 - C. Cash reimbursement to contract carrier for reduced fare programs
 - D. Vehicles given, loaned, or leased for below market value to contract carrier
 - E. Other. Explain monetary consideration received and obligations incurred by contract carrier on Form 005

6. Number of vehicles operated in maximum service under contract: 83
7. Contract Amount: \$ 1,902,800 \$ _____ \$ _____
8. Revenues retained: yes no
 If yes, actual amount on annual basis \$ 1,428,800 \$ _____ \$ _____

*If report is by or for contractor operating 50 or more vehicles, this should be the name of the public agency contracting for service.

Date Prepared 11-14-88 Date Updated _____

CONTRACTUAL RELATIONSHIP IDENTIFICATION SCHEDULE
(Use as many pages as necessary)

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 2 8 8
Month Day Year

Mode(s) MB

- 1. Name of contractor*: Riverside Transit Agency
- 2. Address 1825 Third Street
City Riverside
State California Zip Code 92507
- 3. Name of contact person: Steve Oller
Title Manager of Contract Services
Telephone 714 684-0850
area code number extension

- 4. Agency in Item 1 is:
 - A. Public agency contracting for transit service
 - B. Other public agency providing transit service under contract
 - C. Private carrier providing transit service under contract
 - D. Private carrier contracting for transit service
 - E. Other (describe on Form 005)

- 5. Nature of contractual relationship (check all boxes that apply):
 - A. Cash reimbursement of some or all of contract carrier's operating deficit
 - B. Cash payment to contract carrier for specific mass transportation services
 - C. Cash reimbursement to contract carrier for reduced fare programs
 - D. Vehicles given, loaned, or leased for below market value to contract carrier
 - E. Other. Explain monetary consideration received and obligations incurred by contract carrier on Form 005

- 6. Number of vehicles operated in maximum service under contract: 10
- 7. Contract Amount: \$ 637,100 \$ _____ \$ _____
- 8. Revenues retained: yes no
If yes, actual amount on annual basis \$ 478,400 \$ _____ \$ _____

*If report is by or for contractor operating 50 or more vehicles, this should be the name of the public agency contracting for service.

Date Prepared 11-14-88 Date Updated _____

MAXIMUM SERVICE VEHICLES SUMMARY SCHEDULE -- DIRECTLY OPERATED SERVICE
 (Use as many pages as necessary)

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 2 8 8
Month Day Year

Line No.	MODE	VEHICLE TYPE	OWNERSHIP CODE	VEHICLES OPERATED IN MAXIMUM SERVICE	VEHICLES AVAILABLE FOR MAXIMUM SERVICE
01	MB	AB	00	19	40
02	MB	BA	00	1974	2278
03	MB	BB	00	47	51
04	MB	DB	00	0	0
05					
06	TOTAL			2040	2369
07					
08					
09					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

Date Prepared 09/22/88 Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 2 8 8
Month Day Year

Note: Use a separate page for each applicable item below. Check and describe only one item per page. Use as many pages as necessary.

- 1. Major service start-up
2. Major service discontinuance
3. Major new equipment or facilities
4. Fare change
5. Strike
6. Other major service interruption
7. X Fleet total discrepancy (Form 408)
8. Other organization type (Form 001)
9. Other contractual relationship (Form 002)
10. Other mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)
11. Other reasons for days not operated (Forms 406/407)
12. Motorbus fixed guideway segments (Form 403)
13. Fare revenue retained by purchased service contractor (300 series forms)
14. Fare revenue returned to reporter by purchased service contractor (300 series forms)
15. Other

Description of above, plus any other relevant information.

Fleet Total Discrepancy
1. There were 18 vehicles which were neither active nor contingent during FY 88. These buses have been out of service for over one year for long-term repairs (Line 20 on Form 408). Therefore, columns H and I do not equal column B on Form 408.
2. There were several vehicles which were active for a portion of FY 88 and were later transferred to the contingency fleet. These vehicles contributed to the District's total mileage but do not show accrued mileage on Form 408 per UMTA's instructions.

Date Prepared Date Updated

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

Note: Use a separate page for each applicable item below. Check and describe only one item per page. Use as many pages as necessary.

- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input checked="" type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

Motorbus Fixed Guideway Segments:

1. Controlled Access Right-of-way Segments
 The District operates bus lines on the El Monte Busway which is a controlled access right-of-way for motorbuses and high occupancy motor vehicles (3+ persons). This east-west facility is in the median of San Bernardino Freeway (I-10) with one lane in each direction. The eastern end of this facility is the intersection of San Bernardino Freeway and Santa Anita Avenue. The western end of this facility is at Mission Road and Elliott Street,

Date Prepared _____ Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

Note: Use a separate page for each applicable item below. Check and describe only one item per page. Use as many pages as necessary.

- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/J04)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input checked="" type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

1. (Cont'd)

where the San Bernardino Freeway passes over Mission Road before crossing the Los Angeles River. The length of this segment, both directions, is 21.6 miles.

Date Prepared _____ Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 02 02 88
Month Day Year

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- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input checked="" type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

2. Exclusive Access Right-of-way Segment

The District operates bus lines on a Spring Street contra-flow lane in the downtown Los Angeles. The facility consists of one northbound lane. The south end of this facility is the intersection of Spring and 9th Streets, while the north end of this facility is at Spring Street and Sunset Boulevard. The length of this facility is 1.5 miles.

Date Prepared _____ Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

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- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input checked="" type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

Allocation of Actual Vehicle Revenue Miles, Passenger Miles, and Operating Expenses between Fixed and Non-Fixed Guideways:

1. Actual Vehicle Revenue Miles

The District first establishes the total actual vehicle revenue miles to be reported on Form 406 (row 4, column 1). Total actual vehicle revenue miles are calculated using: (a) master trip scheduling database, (b) service added/cancelled using pink letters, (c) service provided to special events, and (d) loss in service due to non availability of equipment, operator, equipment breakdown, etc. Vehicle revenue miles

Date Prepared _____ Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

Note: Use a separate page for each applicable item below. Check and describe only one item per page. Use as many pages as necessary.

- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input checked="" type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

accrued on fixed guideway facilities are calculated by first
identifying the bus lines operated on the fixed guideway facilities
then multiplying the number of trips operated on each line by fixed
guideway segments' lengths. Resulting vehicle revenue miles are then
subtracted from total actual vehicle revenue miles reported on Form 406
to derive the non-fixed guideway vehicle revenue miles.

2. Passenger Miles

The District first establishes the system-wide annual unlinked
passanger trips total to be reported on Form 406 (row 12, column i).

Date Prepared _____ Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

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- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input checked="" type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

System-wide unlinked passenger trips are estimated by surveying approximately 22%, 13%, and 16% of the bus trips operated on an average weekday, Saturday, and Sunday. Surveys are conducted throughout the year in order to estimate annual average weekday, Saturday, and Sunday boardings. The District also conducts periodic ride checks on lines operated on weekdays, Saturdays, and Sundays for scheduling and planning purposes. Using the ride check database, average trip lengths for boardings made on weekdays, Saturdays, and Sundays are estimated. Passenger miles are computed by multiplying daily boardings with average trip length. Passenger miles carried on fixed guideway facilities are

Date Prepared _____ Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

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- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input checked="" type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

computed using the ride check database. Counted passengers on-board are multiplied by the distance to the next stop and the resulting passenger miles are summed over the fixed guideway segments. Passenger miles on fixed guideway segments are subtracted from the system-wide passenger miles reported on Form 406 to arrive at the non-fixed guideway passenger miles.

3. Operating Expenses

The District first establishes the annual system-wide Operating Expenses to be reported on Form 301 (row 15, column f). The District utilizes

Date Prepared _____ Date Updated _____

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

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- | | |
|---|--|
| <p>1. <input type="checkbox"/> Major service start-up</p> <p>2. <input type="checkbox"/> Major service discontinuance</p> <p>3. <input type="checkbox"/> Major new equipment or facilities</p> <p>4. <input type="checkbox"/> Fare change</p> <p>5. <input type="checkbox"/> Strike</p> <p>6. <input type="checkbox"/> Other major service interruption</p> <p>7. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> | <p>8. <input type="checkbox"/> "Other" organization type (Form 001)</p> <p>9. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> <p>11. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>12. <input type="checkbox"/> Motorbus fixed guideway segments (Form 403)</p> <p>13. <input type="checkbox"/> Fare revenue retained by purchased service contractor (300 series forms)</p> <p>14. <input type="checkbox"/> Fare revenue returned to reporter by purchased service contractor (300 series forms)</p> <p>15. <input checked="" type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

a two-factor full cost allocation procedure to estimate the line level operating costs. The factors utilized are scheduled miles and scheduled hours of service. Using this cost allocation procedure, total operating expenses of lines operated on fixed guideway facilities are first estimated. This total line level cost is then further split between fixed and non-fixed guideway costs depending upon the level of service on these segments. Once the total fixed guideway segment costs have been determined, they are subtracted from the system-wide cost reported on Form 301 to arrive at the total non-fixed guideway operating costs.

Date Prepared _____ Date Updated _____

Definition of Fixed Guideway Segments

	<u>Directional Mileage</u>	<u>Peak Period Level of Service</u>	<u>Number Hours Per week</u>	
			<u>Single Occupant Autos Prohibited</u>	<u>Prohibition Enforced</u>
a. Priority lane on multi-lane roadway.				
- El Monte Busway	21.60	'E'	168	168
b. Exclusive lane parallel to a multi-lane roadway but separated from general traffic lane.				
- Spring Street Bus Lane	1.50	'D'	168	168

Form 006 Page 1 of 1
SECTION 9 STATISTICS SUMMARY

Transit ID 9021

Level R

Fiscal Year End 07 02 88
Month Day Year

Line No		ANNUAL TOTAL	NON-UZA	UZA	UZA	UZA
01	UZA Number			002	071	039
02	Mode Code					
03	FG/NF*					
04	Type of Service**					
05	Fixed Guideway Directional Route Miles	23.1		23.1	0	0
06	Actual Vehicle Revenue Miles	2,654,913		2,654,913	0	0
07	Passenger Miles	60,955,559		60,955,559	0	0
08	Operating Expense (Reporting Agency)	11,512,800		11,512,800	0	0
09	Retained Fare Revenue (Contract Service Provider(s))					
10	Mode Code					
11	FG/NF*					
12	Type of Service**					
13	Fixed Guideway Directional Route Miles					
14	Actual Vehicle Revenue Miles	90,299,809		89,920,654	105,624	273,531
15	Passenger Miles	1,621,254,754		1,615,838,562	1,196,164	4,220,028
16	Operating Expense (Reporting Agency)	481,063,699		479,320,808	450,335	1,292,556
17	Retained Fare Revenue (Contract Service Provider(s))					
18	Mode Code					
19	FG/NF*					
20	Type of Service**					
21	Fixed Guideway Directional Route Miles					
22	Actual Vehicle Revenue Miles					
23	Passenger Miles					
24	Operating Expense (Reporting Agency)					
25	Retained Fare Revenue (Contract Service Provider(s))					

*FG = Fixed Guideway, NF = Non-Fixed Guideway

**DO = Directly Operated Service, PT = Purchased Transportation Service

BALANCE SHEET SUMMARY SCHEDULE

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 2 8 8
Month Day Year

Line No.	OBJECT CLASS	DOLLAR AMOUNT	DOLLAR AMOUNT
ASSETS			
01	101. Cash and Cash Items		(42,710,722)
02	102. Receivables		121,816,673
03	103. Materials and Supplies Inventory		13,806,769
04	104. Other Current Assets		-0-
05	105. Work in Progress		404,204,087
06	111. Tangible Transit Operating Property	752,145,808	
07	Less Accumulated Depreciation	(325,582,638)	426,563,170
08	112. Tangible Property Other Than for Transit Operations	-0-	
09	Less Accumulated Depreciation	-0-	-0-
10	121. Intangible Assets	-0-	
11	Less Accumulated Amortization	-0-	-0-
12	131. Investments		706,236
13	141. Special Funds		205,887,941
14	151. Other Assets		3,183,605
15	TOTAL ASSETS		1,133,457,759
LIABILITIES AND CAPITAL			
16	201. Trade Payables		17,694,179
17	202. Accrued Payroll Liabilities		35,748,745
18	203. Accrued Tax Liabilities		
19	204. Short-Term Debt		9,896,009
20	205. Other Current Liabilities		1,228,060
21	211. Advances Payable		3,328
22	221. Long-Term Debt		89,924,467
23	231. Estimated Liabilities		142,870,734
24	241. Deferred Credits		34,949,195
25	TOTAL LIABILITIES		332,314,217
26	301. Public (Governmental) Entity Ownership		10,266,200
27	302. Private Corporation Ownership		
28	303. Private Noncorporate Ownership		
29	304. Grants, Donations, and Other Paid-in Capital		790,903,142
30	305. Accumulated Earnings (Losses)		(26,300)
31	TOTAL CAPITAL		801,143,042
32	TOTAL LIABILITIES AND CAPITAL		1,133,457,759

Date Prepared 11-14-88 Date Updated 11-17-88

CAPITAL SUBSIDIARY SCHEDULE - SOURCES OF PUBLIC CAPITAL ASSISTANCE

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 2 8 8
Month Day Year

Line No.	GOVERNMENT FUNDS APPLIED TO TRANSIT SYSTEM		
	PART A. FEDERAL GOVERNMENT		
	I. Funds received from UMTA Act of 1964, as amended		
01	Section 3 Funds	75,231,628	
02	Section 5, 9a, and/or 9 Funds	2,668,799	
03	Other UMTA Funds Section 90	28,032,095	
04	Total UMTA Funds	105,932,522	
	II. Funds received from other Department of Transportation Grant Programs (<i>Identify</i>)		
	Section 23		
05	Total Other DOT Funds	487,296	
	III. Other Federal Funding (<i>Identify</i>)		
06	Total Other Federal Funding		
07	TOTAL FEDERAL ASSISTANCE	106,419,818	
	PART B. STATE/LOCAL GOVERNMENT	STATE GOVERNMENT	LOCAL GOVERNMENT
08	I. Funds allocated to transit out of the general revenues of the government entity		
	II. Funds dedicated to transit at their source (<i>Non-General Fund</i>):		
	Dedicated Taxes		
09	1. Income Taxes		
10	2. Sales Taxes SR 325		14,699,999
11	3. Property Taxes		
12	4. Payroll Taxes		
13	5. Utility Taxes		
14	6. Commuter Taxes		
15	7. Gasoline Taxes Prop 5	285,581	
	8. Other Taxes (<i>Identify</i>)		
	Prop A/Art. XIX/Others 32,729,997		
	Benefit Assessments 16,638,494		
16	Total Other Taxes	32,729,997	16,638,494
17	Bridge, Tunnel, and Highway Tolls		
	III. Other Public Sources (<i>Identify</i>) SB90 299,135		
	City of LA/City of El Monte/LA County/ 4,808,185		
	Other 233,422		
18	Prop A Local Returns 233,422		5,340,762
	Total Other Public Sources		
19	TOTAL STATE/LOCAL ASSISTANCE	33,015,578	36,679,255
	PART C. MISCELLANEOUS SOURCES		
	Miscellaneous Sources of Funding (<i>Identify</i>)		
	Home Savings Bank (694,648)		
	So. Cal. Gas Co. 46,553		
20	Total Miscellaneous Sources of Funding		(648,095)

REVENUE SUMMARY SCHEDULE

Transit ID

9	0	2	1
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Level

R

Fiscal Year End

0	7	0	2	8	8
Month		Day		Year	

Line No.	REVENUE OBJECT CLASSES	TOTAL REVENUE FOR PERIOD
01	401. Passenger Fares for Transit Service	187,771,833
02	402. Special Transit Fares	-0-
03	403. School Bus Service Revenues	-0-
04	404. Freight Tariffs	-0-
05	405. Charter Service Revenues	-0-
06	406. Auxiliary Transportation Revenues	3,594,636
07	407. Nontransportation Revenues	9,173,189
08	408. Taxes Levied Directly by Transit System	-0-
09	409. Local Cash Grants and Reimbursements	253,630,808
10	410. Local Special Fare Assistance	-0-
11	411. State Cash Grants and Reimbursements	79,365
12	412. State Special Fare Assistance	-0-
13	413. Federal Cash Grants and Reimbursements	50,171,563
14	430. Contributed Services	-0-
15	Less Contra Account for Expenses	(-0-)
16	440. Subsidy from Other Sectors of Operations	-0-
17	TOTAL REVENUE	504,421,394
OPTIONAL INFORMATION:		
Passenger Fares for Transit Service by Mode		
18	Mode Code:	187,771,833
19		
20		
21		
22		
23		
24		
25		

Date Prepared 11-14-88 Date Updated _____

FORM 203

REVENUE SUBSIDIARY SCHEDULE - SOURCES OF PUBLIC ASSISTANCE

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 2 8 8
Month Day Year

Line No.	GOVERNMENT FUNDS APPLIED TO TRANSIT SYSTEM	STATE GOVERNMENT	LOCAL GOVERNMENT
	PART A. FEDERAL GOVERNMENT		
01	I. Funds received from UMTA Act of 1964, as amended Section 5 and/or Section 9 Funds		49,620,442
	II. Funds received from other Federal Programs (Identify) Section 8 Funds		
02	Total Other Federal Funds		551,121
03	TOTAL FEDERAL ASSISTANCE		50,171,563
	PART B. STATE/LOCAL GOVERNMENT		
04	I. Funds allocated to transit out of the general revenues of the government entity	-0-	-0-
	II. Funds dedicated to transit at their source (Non-General Fund):		
	Dedicated Taxes		
05	1. Income Taxes		
06	2. Sales Taxes SB 325/TDA Funds		135,739,115
07	3. Property Taxes		
08	4. Payroll Taxes		
09	5. Utility Taxes		
10	6. Commuter Taxes		
11	7. Gasoline Taxes		
	8. Other Taxes (Identify) Prop A - 114,819,309		
12	Total Other Taxes		114,819,309
13	Bridge, Tunnel, and Highway Tolls		
	III. Other Public Sources (Identify)		
	Wincod & Other State Programs (net) 79,365		
	Hollywood Bowl & Other Local, 3,072,384		
14	Total Other Public Sources	79,365	3,072,384
15	TOTAL STATE/LOCAL ASSISTANCE	79,365	253,630,808
	PART C. MISCELLANEOUS SOURCES		
	Miscellaneous Sources of Funding (Identify)		
	Total Miscellaneous Sources of Funding	-0-	-0-

Date Prepared 11-14-88 Date Updated _____

EXPENSES CLASSIFIED BY FUNCTION

Transit ID

9 0 2 1

Level

Fiscal Year End

0 7
Month

0 2
Day

8 8
Year

Mode

Line No.	Expense Object Class	Vehicle Operations 010	Vehicle Maintenance 041	Non-Vehicle Maintenance 042	General Administration 160	Total Expense for Period
01	501. LABOR					
01	01 Operators' Salaries & Wages	139,428,250	-0-	-0-	-0-	139,428,250
02	02 Other Salaries & Wages	19,626,856	61,595,924	7,244,069	36,548,487	125,015,336
03	502. FRINGE BENEFITS	87,404,407	33,848,918	3,980,260	20,084,398	145,317,983
04	503. SERVICES	100,532	307,023	16,159	16,012,945	16,436,659
	504. MATERIALS & SUPPLIES					
05	01 Fuel & Lubricants	19,834,221	645,445	-0-	-0-	20,479,666
06	02 Tires & Tubes	6,108,168	35,546	-0-	-0-	6,143,714
07	99 Other Materials & Supplies	904,096	17,143,029	3,506,487	2,732,050	24,285,662
08	505. UTILITIES	-0-	-0-	-0-	6,396,503	6,396,503
09	506. CASUALTY & LIABILITY COSTS	-0-	-0-	1,076,641	21,889,464	22,966,105
10	507. TAXES	1,586,689	63,045	-0-	245,322	1,895,056
	508. PURCHASED TRANSPORTATION					
11	01 Less than 50 Vehicles	-0-	-0-	-0-	-0-	-0-
12	02 50 or More Vehicles	-0-	-0-	-0-	-0-	-0-
13	509. MISCELLANEOUS EXPENSE	-0-	-0-	-0-	2,712,620	2,712,620
14	510. EXPENSE TRANSFERS	(38,874)	(1,242,095)	-0-	(17,220,086)	(18,501,055)
15	TOTAL SYSTEM EXPENSES	274,954,345	112,396,835	15,823,616	89,401,703	492,576,499
	RECONCILING ITEMS:					
16	511. INTEREST EXPENSES					8,458,525
17	512. LEASES & RENTALS					3,412,672
18	513. DEPRECIATION					44,757,857
19	513.13 Amortization of Intangibles					-0-
20	514. PURCHASE LEASE PAYMENTS					-0-
21	515. RELATED PARTIES LEASE AGREEMENT					-0-
22	516. OTHER RECONCILING ITEMS					-0-
23	TOTAL RECONCILING ITEMS					56,629,054
24	TOTAL EXPENSES FROM PUBLISHED REPORTS					549,205,553
25	MEMO ITEM: Expenses not allowable for Federal Operating Assistance					-0-

Date Prepared 11-14-88

Date Updated 11-17-88

NOT REQUIRED FOR MODES WITH 25 OR FEWER REVENUE VEHICLES OPERATED IN ANNUAL MAXIMUM SERVICE

FORM 321

OPERATORS WAGES SUBSIDIARY SCHEDULE

Transit ID

9	0	2	1
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 Fiscal Year End

0	7
---	---

0	2
---	---

8	8
---	---

Month Day Year

Level

R

 Mode

MB

Line No.	TIME CLASSIFICATION	DOLLARS	HOURS
1.	OPERATING TIME		
01	1.01 Report time (Pull out)	1,634,591	121,893
02	1.02 Turn-in time (Pull in)	784,056	55,685
03	1.03 Travel time	3,189,147	230,930
04	1.04 Platform time--line service	96,735,446	7,071,305
05	1.05 Platform time--charter & special service	2,737	228
06	1.06 Intervening time	265,523	19,524
07	1.07 Paid breaks & meal allowance	-0-	-0-
08	1.08 Minimum guarantee for call out	-0-	-0-
09	1.09 Minimum guarantee--daily	10,008,805	735,401
10	1.10 Minimum guarantee--weekly	-0-	-0-
11	1.11 Overtime premium--scheduled	5,745,163	816,302
12	1.12 Overtime premium--unscheduled	3,332,947	486,245
13	1.13 Spread time premium	-0-	-0-
14	1.14 Shift premium	-0-	32
15	1.15 Other operating premium	1,747,091	84,514
16	TOTAL OPERATING TIME	123,445,506	
2.	NONOPERATING PAID WORK TIME		
17	2.01 Instructor premium for operator training	238,671	190,937
18	2.02 Student training time	1,587,925	152,246
19	2.03 Accident reporting time	203,868	17,365
20	2.04 Witness time	182,099	14,510
21	2.05 Stand-by time	12,685,538	1,003,603
22	2.06 Time spent on union functions	-0-	-0-
23	2.07 Run selection time	219,249	16,039
24	2.08 Other time spent in transportation administration	419,988	32,232
25	2.09 Time spent in revenue vehicle movement control	436,803	37,884
26	2.10 Time spent in ticketing and fare collection	-0-	-0-
27	2.11 Time spent in customer service	-0-	-0-
28	2.12 Time spent in other nonoperating functions	8,603	2,039
29	TOTAL NONOPERATING PAID WORK TIME	15,982,744	
30	TOTAL OPERATING AND NONOPERATING TIME	139,428,250	

Date Prepared 11-14-88 Date Updated _____

SECRET LIBRARY

NOT REQUIRED FROM TRANSIT SYSTEMS
WHICH OPERATE 25 OR FEWER REVENUE
VEHICLES IN ANNUAL MAXIMUM SERVICE

Form 331

FRINGE BENEFITS SUBSIDIARY SCHEDULE

Transit ID

9 0 2 1

Fiscal Year End

0 7

0 2

8 8

Month

Day

Year

Level

R

Line No.	FRINGE BENEFIT OBJECT CLASSES	EMPLOYER TOTAL	EMPLOYEE TOTAL
01	502.01 FICA or Railroad Retirement	21,754,166	21,754,166
02	502.02 Pension Plans (including long-term disability insurance)	12,428,276	3,153,960
03	502.03 Hospital, Medical, and Surgical Plans	35,534,942	786,447
04	502.04 Dental Plans	364,323	
05	502.05 Life Insurance Plans	814,273	540,686
06	502.06 Short Long Term Disability Insurance	479,573	
07	502.07 Unemployment Insurance	100,661	
08	502.08 Workmen's Compensation Insurance or Fed. Empl. Liab. Act Contribution	31,691,928	
09	502.09 Sick Leave	8,701,285	
10	502.10 Holiday (including all premiums paid for work on holidays)	5,287,755	
11	502.11 Vacation	17,892,375	
12	502.12 Other Paid Absence (bereavement pay, military pay, jury duty pay, etc.)	8,257,391	
13	502.13 Uniform and Work Clothing Allowances	1,520,121	
14	502.14 Other Fringe Benefits	490,914	
15	TOTAL	145,317,983	26,235,259

Date Prepared

11-14-88

Date Undated

NOT REQUIRED FROM TRANSIT SYSTEMS
WHICH OPERATE 25 OR FEWER REVENUE
VEHICLES IN ANNUAL MAXIMUM SERVICE

FORM 332

PENSION PLAN QUESTIONNAIRE

Transit ID

Level

Fiscal Year End
Month Day Year

Line No.	ITEM	DOLLAR AMOUNT
	1. Fully Funded Plan	
01	a. Current service cost	<input type="text" value="14,583,092"/>
02	b. Prior service cost	<input type="text" value="(2,154,816)"/>
03	c. Interest on prior service cost	<input type="text" value="N/A"/>
04	Fully Funded Plan -- Total Cost	<input type="text" value="12,428,276"/>
05	2. Pay-As-You-Go Plan--Total Cost	<input type="text" value="N/A"/>
06	TOTAL PENSION PLAN COST (Line 04 plus Line 05)	<input type="text" value="12,428,276"/>
	3. Pension Liability	
07	a. Plan assets	<input type="text" value="355,540,509"/>
08	b. Less vested benefits	<input type="text" value="263,537,740"/>
09	Unfunded Liability	<input type="text" value="None"/>
	4. If you committed to a fully funded plan, please indicate the following:	<input type="text" value="N/A"/>
10	a. Unfunded prior service cost	<input type="text"/>
11	b. Years required to fully fund this cost	<input type="text"/>
	5. If you have a pay-as-you-go-plan, please indicate the following:	<input type="text" value="N/A"/>
12	a. Unfunded prior service cost	<input type="text"/>
13	b. Years required to fully fund this cost	<input type="text"/>
	6. If you now have a pay-as-you-go plan and you have had a recent actuarial study or other similar estimate made to determine your cost under a fully funded pension plan, please indicate what your pension plan expense would have been during the period under the fully funded plan:	<input type="text" value="N/A"/>
14	a. Current Service Cost	<input type="text"/>
15	b. Prior Service Cost	<input type="text"/>
16	c. Interest on prior Service Cost	<input type="text"/>
17	ESTIMATED TOTAL COST	<input type="text"/>

Date Prepared 11-14-88 Date Updated _____

TRANSIT SYSTEM SERVICE PERIOD SCHEDULE

Transit ID
 Fiscal Year End
Month Day Year

Level
 Mode

Line No.	ITEM	WEEKDAY	SATURDAY	SUNDAY
LIMITS OF SERVICE PERIOD:				
01	Time Morning service begins	<input type="text" value="0000"/>	<input type="text" value="0000"/>	<input type="text" value="0000"/>
02	Time AM <i>PEAK</i> service begins	<input type="text" value="0600"/>		
03	Time Midday service begins	<input type="text" value="0930"/>		
04	Time PM <i>PEAK</i> service begins	<input type="text" value="1400"/>		
05	Time Night service begins	<input type="text" value="1830"/>		
06	Time Night service ends	<input type="text" value="2400"/>	<input type="text" value="2400"/>	<input type="text" value="2400"/>
TOTAL HOURS				
07	Morning period	<input type="text" value="6:0"/>		
08	AM Peak period	<input type="text" value="3.5"/>		
09	Midday period	<input type="text" value="4.5"/>		
10	PM Peak period	<input type="text" value="4.5"/>		
11	Night period	<input type="text" value="5.5"/>		
12	ENTIRE DAY -- TOTAL HOURS	<input type="text" value="24.0"/>	<input type="text" value="24.0"/>	<input type="text" value="24.0"/>

Date Prepared _____ Date Updated _____

**REVENUE VEHICLE MAINTENANCE PERFORMANCE
AND ENERGY CONSUMPTION SCHEDULE**

Transit ID

9	0	2	1
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 Fiscal Year End

0	7
---	---

0	2
---	---

8	8
---	---

Month Day Year

Level

R

 Mode

MB

Line No.	ITEM	AMOUNTS
	NUMBER OF ROADCALLS	
01*	For mechanical failure	26,873
02*	For other reasons	64,286
03*	TOTAL ROADCALLS	91,159
04	TOTAL LABOR HOURS FOR INSPECTION & MAINTENANCE	2,150,360
	NUMBER OF LIGHT MAINTENANCE FACILITIES	
05	Serving under 200 vehicles	6
06	Serving 200-300 vehicles	7
07	Serving more than 300 vehicles	0
08	TOTAL LIGHT MAINTENANCE FACILITIES	13
	ENERGY CONSUMPTION	
09	Kilowatt hours of propulsion power	
10	Gallons of diesel fuel	33,629,670
11*	Gallons of gasoline	
12*	Gallons of LPG or LNG	
13*	Gallons of bunker fuel	

*Not applicable to rail modes

** Note: Information is for a 53-week period. SCRTD FY 88 from 6-28-87 through 7-2-88.

Date Prepared August 30, 1988 Date Updated _____

Form 403 Page of
TRANSIT WAY MILEAGE SCHEDULE

Transit ID

Level

Fiscal Year End
Month Day Year

Type of Service *

Line No	GUIDEWAY CLASSIFICATIONS RAIL MODES	DIRECTIONAL ROUTE MILES	MILES OF TRACK	NUMBER OF CROSSINGS	NUMBER OF STATIONS	AVERAGE MONTHLY DIRECTIONAL ROUTE MILES*
01	MODE CODE: RF					
02	At grade, exclusive row					
03	At grade, with cross traffic					
04	At grade, mixed & cross traffic					
05	Elevated on structure					
06	Elevated on fill					
07	Open cut					
08	Subway					
09	TOTAL					
10	MODE CODE: SC					
11	At grade, exclusive row					
12	At grade, with cross traffic					
13	At grade, mixed & cross traffic					
14	Elevated on structure					
15	Elevated on fill					
16	Open cut					
17	Subway					
18	TOTAL					
19	MODE CODE: CR					
20	At grade, exclusive row					
21	At grade, with cross traffic					
22	At grade, mixed & cross traffic					
23	Elevated on structure					
24	Elevated on fill					
25	Open cut					
26	Subway					
27	TOTAL					
28	MODE CODE: IP					
29	Exclusive ROW					
30	MODE CODE: CC					
31	Exclusive ROW					
32	MODE CODE: AG					
33	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		
34	MODE CODE: MB	1.5	21.6	4886.3		23.1
35	TB					
36	FB					
37	TR					
38	OR					

DO = Directly Operated Service PT = Purchased Transportation Service

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

Date Prepared _____ Date Updated _____

Form 404

TRANSIT SYSTEM EMPLOYEE EQUIVALENT SCHEDULE

Transit ID

Level

Fiscal Year End
Month Day Year

Mode

Line	LABOR CLASSIFICATION	EMPLOYEE EQUIVALENTS	
		OPERATING LABOR	CAPITAL LABOR
01	Transportation Administration	<input type="text" value="461.4"/>	
02	Revenue Vehicle Operation	<input type="text" value="5050.2"/>	
03	Transportation Support	<input type="text" value="112.2"/>	
04	Vehicle Maintenance Administration	<input type="text" value="210.3"/>	
05	Revenue Vehicle Inspection & Maintenance	<input type="text" value="1750.3"/>	
06	Vehicle Maintenance Support	<input type="text" value="795.4"/>	
07	Non-Vehicle Maintenance Administration	<input type="text" value="25.7"/>	
08	Ncr.-Vehicle Maintenance Support	<input type="text" value="335.8"/>	
09	Marketing and Planning	<input type="text" value="254.3"/>	
10	General Administration Support	<input type="text" value="1200.5"/>	
11	TOTAL TRANSIT SYSTEM EMPLOYEE EQUIVALENTS	<input type="text" value="10196.1"/>	<input type="text" value="142.4"/>

Date Prepared 9/13/88 Date Updated _____

FORM 405

TRANSIT SYSTEM ACCIDENTS SCHEDULE

Transit ID

9 0 2 1

Level

R

Fiscal Year End

0 7 0 2 8 8
Month Day Year

Mode

MB

Line No.	ITEM	COLLISION	NON-COLLISION	STATION
NUMBER OF ACCIDENTS CLASSIFIED AS:				
01	Fatality, Personal Injury & Property Damage	0	0	0
02	Fatality & Personal Injury	0	0	0
03	Fatality & Property Damage	2	0	0
04	Fatality Only	2	0	0
05	Personal Injury & Property Damage	771	34	0
06	Personal Injury Only	701	1061	0
07	Property Damage Only	3144	620	0
08	TOTAL ACCIDENTS	4620	1715	
NUMBER OF FATALITIES CLASSIFIED AS:				
Revenue Vehicle Occupants				
09	On-Duty Employees	0	0	N/A
10	Others	0	0	N/A
Other Vehicle Occupants				
11	On-Duty Employees	0	N/A	N/A
12	Others	2	N/A	N/A
Pedestrians				
13	On-Duty Employees	0	0	0
14	Others	2	0	0
NUMBER OF PERSONS INJURED CLASSIFIED AS:				
Revenue Vehicle Occupants				
15	On-Duty Employees	137	679	N/A
16	Others	1173	608	N/A
Other Vehicle Occupants				
17	On-Duty Employees	7	N/A	N/A
18	Others	1986	N/A	N/A
Pedestrians				
19	On-Duty Employees	0	N/A	0
20	Others	132	N/A	0

TRANSIT SYSTEM SERVICE SUPPLIED, SERVICE CONSUMED, SERVICE PERSONNEL, & SERVICE OPERATED SCHEDULE

Transit ID

NON-RAIL MODES

Level

Fiscal Year End
Month Day Year

Mode

Type of Service*

Line No.	ITEM	AVERAGE WEEKDAY				AVERAGE WEEKDAY TOTAL	AVERAGE SATURDAY TOTAL	AVERAGE SUNDAY TOTAL	ANNUAL TOTAL
		AM PEAK	MIDDAY	PM PEAK	OTHER				
SERVICE SUPPLIED									
01	Number of vehicles in operation	1,871	1,322	1,904	1,369	1,904	1,114	896	N/A
02	Total actual vehicle miles	85,006	67,915	100,327	80,048	333,296	215,361	175,588	108,215,424
03	Total actual vehicle hours	5,953	5,632	7,884	4,989	24,458	16,394	13,164	7,988,244
04	Total actual vehicle revenue miles	71,975	64,561	88,259	57,597	282,392	194,317	159,802	92,954,722
05	Total scheduled vehicle revenue miles	72,511	64,928	89,217	57,851	284,507	195,303	160,705	93,609,171
06	Total actual vehicle revenue hours	5,436	5,505	7,389	4,097	22,427	15,523	12,498	7,375,598
07	Actual revenue capacity miles	6,135,000							
08	Charter service hours								
09	Charter service miles								
10	School bus hours								
11	School bus miles								
SERVICE CONSUMED									
12	Unlinked passenger trips	373,218	314,360	502,975	147,147	1,337,700	824,800	575,500	424,646,100
13	Passenger miles					5,289,266	3,217,545	2,367,607	1,682,210,313
SERVICE PERSONNEL									
14	Scheduled full-time vehicle operators	1883	1372	1916	1451	2863	1989	1553	
15	Scheduled part-time vehicle operators	220	0	208	0	428	297	274	
16	Revenue vehicle movement control personnel	42	48	49	44	94	69	59	
17	Ticket/token sales agents, fare collectors, gate keepers	31	33	33	4	33	7	2	
18	Route/schedule information operators	36	48	40	20	67	46	46	
19	Security agents	27	27	30	15	72	54	52	
20	Total service personnel	2239	1528	2276	1534	3557	2462	1986	
SERVICE OPERATED (Days)									
21	Days schedules operated					260	52	59	371
22	Days not operated due to no scheduled services								
23	Days not operated due to start-ups and/or terminations								
24	Days not operated due to strikes								
25	Days not operated due to officially declared emergencies								
26	Days not operated due to other reasons (describe on Form 005)								
27	Total days								365/366

* DO = Directly Operated Service PT = Purchased Transportation Service

Date Prepared _____ Date Updated _____

FORM 408 - REVENUE VEHICLE INVENTORY SCHEDULE

TRANSIT I.D.: 9021

TYPE OF SERVICE: DO

FISCAL YEAR END: 7/02/88

LEVEL: R

A	B	C	D	E	F	U	H	I	J	K	L	M	N
LINE NO.	VEHICLES IN TOTAL FLEET	VEHICLE TYPE CODE	OWNER-SHIP CODE	YEAR OF MFR.	MFG. CODE	MODEL NUMBER	ACTIVE VEHICLES IN FLEET	EMERGENCY CONTINGENCY VEHICLES	FUEL TYPE CODE	SEAT-ING CAPAC-ITY	STAND-ING CAPAC-ITY	TOTAL MILES ON ACTIVE VEHICLES DURING PERIOD (000)	AVERAGE LIFETIME MILEAGE PER ACTIVE VEHICLES (000)
1	10	AB	00	78	MAN	86220183A	10	0	DF	65	32	276	250
2	30	AB	00	78	MAN	86220182A	30	0	DF	65	32	722	227
3	93	BA	00	74	GMC	T8H5307A	46	47	DF	51	25	2,787	586
4	90	BA	00	87	NEO	AN4403	90	0	DF	47	23	5,582	62
5	14	BA	00	68	GMC	581A5303A	14	0	DF	49	24	447	1,238
6	189	BA	00	73	GMC	T8H5307A	135	54	DF	47	23	4,647	517
7	415	BA	00	83	NEO	AN440A	412	3	DF	43	21	21,451	223
8	41	BA	00	73	FLX	111DD061	41	0	DF	45	22	1,589	673
9	35	BA	00	82	GMC	T70604	35	0	DF	36	18	1,538	256
10	1	BA	00	68	FLX	111CD51	0	1	DF	51	25	0	0
11	13	BA	00	70	FLX	111CD61	0	13	DF	51	25	0	0
12	30	BA	00	73	FLX	111CD061	0	30	DF	51	25	0	0
13	95	BA	00	75	FLX	5310281	84	11	DF	51	25	2,750	669
14	85	BA	00	75	FLX	5310281	70	15	DF	51	25	2,096	537
15	226	BA	00	80	FLX	531028V1	222	4	DF	46	23	9,522	308
16	195	BA	00	77	AMB	1024088	192	3	DF	47	23	4,675	368
17	939	BA	00	81	GMC	T80204	937	2	DF	43	21	41,306	356
18	32	BB	00	83	ZZZ	TC8302032	21	11	DF	25	12	1,270	140
19	30	BB	00	84	ZZZ	TC8402530	30	0	DF	27	13	1,131	133
20	18	DB	00	74	NEO	N1223	0	0	DF	82	41	0	0
	=====						=====	=====				=====	
	2,581						2,369	194				101,789	

NOTE: ZZZ in lines 18 and 19 = Carpenter Body Works