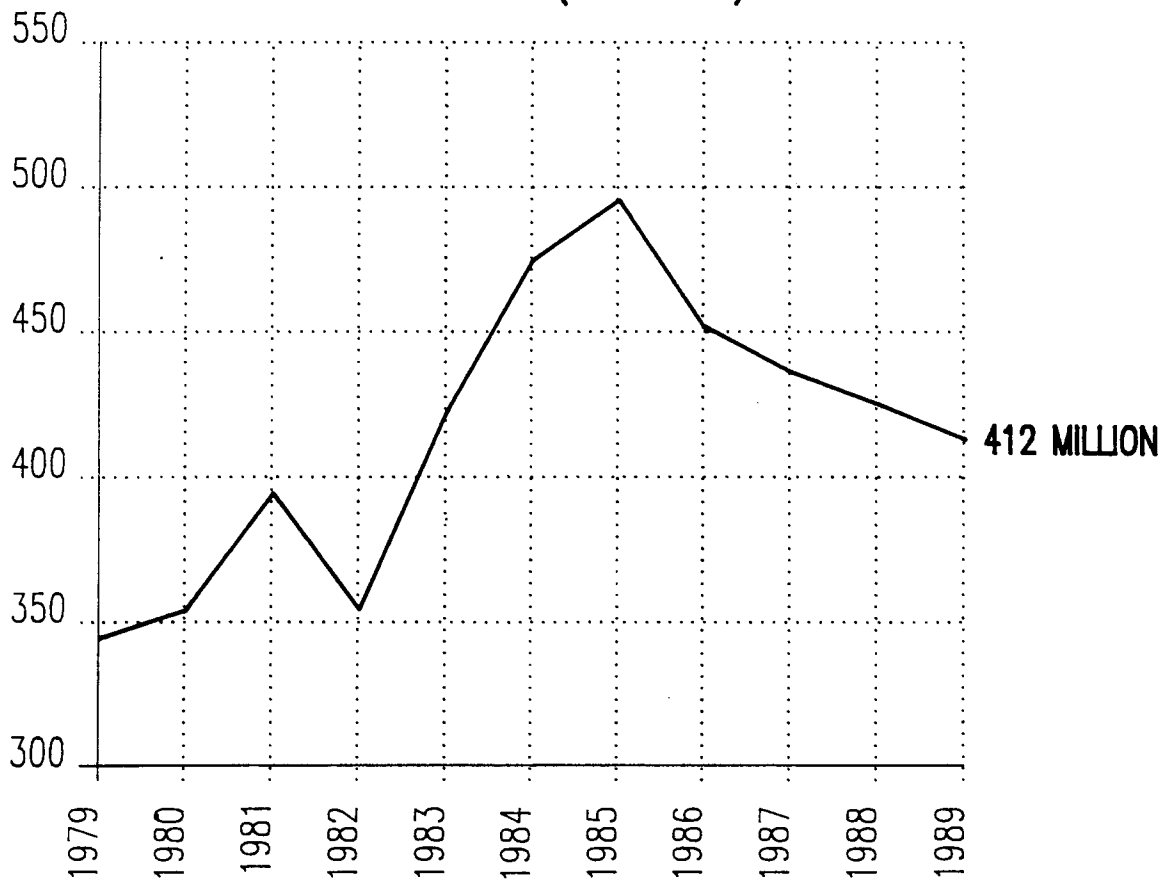


# SECTION 15 SUBMITTAL FISCAL YEAR 1989

TOTAL ANNUAL BOARDINGS  
BY FISCAL YEAR (IN MILLIONS)





Alan F. Pegg  
General Manager

NOV 3 1989

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

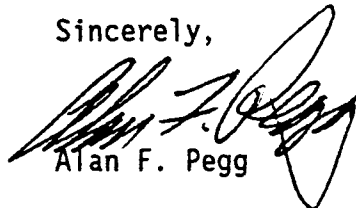
Section 15 Report

Gentlemen:

In compliance with your requirements, we are submitting our Section 15 Report for Fiscal Year 1989. The Metropolitan Planning Organization (MPO) Statement, the Chief Executive Officer (CEO) Certification and the auditors' Section 9 Certification are included. A statement of validity for the sampling procedures utilized was included in the Fiscal Year 1988 Section 15 Report and a copy of that statement is also transmitted herewith.

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

Sincerely,



Alan F. Pegg

Attachments

cc: Neil Peterson, LACTC

RD:js  
SECT15.DOC



Aron P. Pegg  
General Manager

NOV 3 1989

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

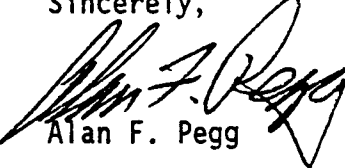
Dear Sirs:

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 1, 1989:

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 vehicles 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 on-going 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 document 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



**SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS**

11001 S. Vermont Street, 12th Floor, Los Angeles, California 90017 ☐ (213) 236-1800 • FAX (213) 236-1825

**EXECUTIVE COMMITTEE**

- President  
Mike Antonovich, Supervisor,  
Los Angeles County
- First Vice President  
Christine Reed, Councilmember,  
Santa Monica
- Second Vice President  
John Flynn, Supervisor,  
Ventura County
- Third Vice President  
Tom Griffin, Councilmember,  
Buena Park
- Imperial County  
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- Los Angeles County  
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- Orange County  
Matt Winder, Supervisor
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- City of Imperial County  
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Los Angeles
- Gloria Molina, Councilmember,  
Los Angeles
- Robert Farrell, Councilmember,  
Los Angeles
- City of Long Beach  
Clarence Smith, Councilmember,  
Long Beach
- Cities of Riverside County  
Jack Clarke, Councilmember,  
Riverside
- Cities of San Bernardino County  
John Longville, Mayor,  
Rialto
- Cities of Ventura County  
John Melton, Councilmember,  
Santa Paula
- Cities of Orange County  
Irwin Fried, Councilmember,  
Yorba Linda

October 10, 1989

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 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 Riverside/San Bernardino Urbanized Area is as follows:

Operational Service Area Square Miles - 1443.2  
Operational Service Area Population - 7,176,819

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 Rosemary Ayala if further information is required.

Sincerely,

**JAMES R. GOSNELL, Director**  
Transportation Planning

**SMALL-LARGE DELEGATES**

- Jacki Bacharach, Mayor,  
Rancho Palos Verdes
- Robert Gentry, Mayor,  
Laguna Beach
- John Nieburger, Councilmember,  
Simi Valley

**ALTERNATES**

- Imperial County • Jeanie Vogel, Supervisor • Los Angeles County • Edmund Edelman, Supervisor and Peter Schabarum, Supervisor • Orange County • Gaddi Vasquez, Supervisor • Riverside County • Melba Dunlap, Supervisor • San Bernardino County • Larry Walker, Supervisor • Ventura County • James Dougherty, Supervisor • Cities of Imperial County • Ron Rodriguez, Councilmember, Westmoreland • Cities of Los Angeles County • Vacant • Cities of Riverside County • Richard Deininger, Jr., Mayor, Corona • Cities of Orange County • John Kanak, Mayor Pro Tem, Cypress • Cities of San Bernardino County • Larry Rhinhart, Mayor, Montclair • Cities of Ventura County • Frank McDevitt, Councilmember, Ojai • Richard Alatorre, Councilmember, Los Angeles • Michael Woo, Councilmember, Los Angeles • Joy Picus, Councilmember, Los Angeles • Long Beach 2nd Position Vacant • Vicki Howard, Councilmember, Simi Valley • Robert Bartlett, Mayor, Monrovia • Ruthelyn Plummer, Mayor Pro Tem, Newport Beach

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

TRANSIT SYSTEM IDENTIFICATION SCHEDULE

Transit ID 

9	0	2	1
---	---	---	---

Fiscal Year End 

0	7	0	1	8	9
Month		Day		Year	

1. Transit system name: SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

2. Transit system address: 425 SO. MAIN STREET

Street address \_\_\_\_\_

City LOS ANGELES

State CALIFORNIA Zip Code 90013

3. Person to be contacted regarding this report:

RUBIN TCM  
Last Name First Name and Initial(s)

Title CONTROLLER-TREASURER

Telephone (213) 972 6830  
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 10-25-89 Date Updated \_\_\_\_\_

**CONTRACTUAL RELATIONSHIP IDENTIFICATION SCHEDULE**

(Use as many pages as necessary)

Transit ID 9021

Level R

Fiscal Year End 07 01 89  
Month City 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  
 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 by mode: \_\_\_\_\_ 70

7. Contract amount by mode: \$ 406,000 \$ \_\_\_\_\_ \$ \_\_\_\_\_

8. Revenues retained by mode:  yes  no  
 If yes, actual amount on annual basis \$ 203,000 \$ \_\_\_\_\_ \$ \_\_\_\_\_

\*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 10/25/89 Date Updated \_\_\_\_\_



CONTRACTUAL RELATIONSHIP IDENTIFICATION SCHEDULE

(Use as many pages as necessary)

Transit ID 9 0 2 1
Fiscal Year End 0 7 0 1 8 9
Month Day Year

Level R
Mode(s) MB

1. Name of contractor\*: QNITRANS
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:
[X] 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
[X] 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 by mode: 42
7. Contract amount by mode: \$ 1,243,470 \$
8. Revenues retained by mode: [X] yes [ ] no
If yes, actual amount on annual basis \$ 414,490 \$

\* 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 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 1 8 9  
Month                  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: \_\_\_\_\_  
 Title \_\_\_\_\_  
 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 by mode: 35

7. Contract amount by mode: \$1,080,132 \$ \_\_\_\_\_ \$ \_\_\_\_\_

8. Revenues retained by mode:  yes  no  
 If yes, actual amount on annual basis \$ 360,044 \$ \_\_\_\_\_ \$ \_\_\_\_\_

\* 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 10-27-89 Date Updated \_\_\_\_\_

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

Transit ID 9021  
Fiscal Year End 07 01 89  
Month Day Year

Level R  
Mode(s) MB

1. Name of contractor\*: Southern California Rapid Transit District  
2. Address 425 S. Main Street  
City Los Angeles  
State California Zip Code 90013

3. Name of contact person: Thomas A. Rubin  
Title Controller-Treasurer  
Telephone (213) 972-6830  
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 by mode: 75

7. Contract amount by mode: \$2,231,100 \$ \_\_\_\_\_ \$ \_\_\_\_\_

8. Revenues retained by mode:  yes  no  
If yes, actual amount on annual basis \$ 743,700 \$ \_\_\_\_\_ \$ \_\_\_\_\_

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

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

Transit ID 9 0 2 1  
 Fiscal Year End 0 7 0 1 8 9  
Month Day Year

Level R  
 Mode(s) MR

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 by mode: \_\_\_\_\_ 10

7. Contract amount by mode: \$ 682,162 \$ \_\_\_\_\_ \$ \_\_\_\_\_

8. Revenues retained by mode:  yes  no  
 If yes, actual amount on annual basis \$ 227,387 \$ \_\_\_\_\_ \$ \_\_\_\_\_

\*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 \_\_\_\_\_ Date Updated \_\_\_\_\_

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

Transit ID 9 0 2 1

Level D0

Fiscal Year End 0 7 0 1 8 9  
 Month Day Year

a	b	c	d	e	f
Line No.	MODE	VEHICLE TYPE	OWNERSHIP CODE	VEHICLES OPERATED IN MAXIMUM SERVICE	VEHICLES AVAILABLE FOR MAXIMUM SERVICE
01	MB	AB	00	33	40
02	MB	BA	00	1807	2202
03	MB	BB	00	99	127
04	MB	DB	00	0	18
05					
06	TOTAL			1939	2387
07					
08					
09					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

Date Prepared 09/15/89 Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 - 7 1 8 9  
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 checked="" 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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|--|--|

Description of above, plus any other relevant information.

Fare Change

On July 1, 1989, a fare increase was implemented. Base Adult Cash Fare  
was increased from \$0.85 to \$1.10. Other fare categories were also affected.

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 01 89  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</p> <p>10. <input type="checkbox"/> "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)</p> | <p>11. <input checked="" type="checkbox"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|---|---|

Description of above, plus any other relevant information.

Vehicle Type Discrepancy

Form 003 reflects the vehicles available for maximum service during the peak season, while Form 408 provides the year-end inventory. Some of the buses available during the peak season were later transferred to the contingency fleet or were removed for long term repair or were sold.

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 67    89  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input checked="" type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input 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 i). Total actual vehicle revenue

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_



SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 3 9  
 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.  "Other" organization type (Forms 001/002)
- 8.  "Other" contractual relationship (Form 002)
- 9.  Purchased transportation vehicles discrepancy (Forms 002/004)
- 10.  "Other" mode(s), vehicle type(s), or ownership code(s) (Forms 003/004)
- 11.  Vehicle type discrepancy (Forms 003/408)
- 12.  Fixed/non-fixed guideway allocation methodology (Form 006)
- 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.  Motorbus fixed guideway segments (Forms 006/403)
- 16.  Passenger mile data with sampling waiver (Forms 406/407)
- 17.  "Other" reasons for days not operated (Forms 406/407)
- 18.  Fleet total discrepancy (Form 408)
- 19.  Other

Description of above, plus any other relevant information.

1. (Cont'd)

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  
accrued on fixed guideway facilities are calculated by first identifying  
the bus lines operated on the fixed guideway facilities then multiplying

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 089  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

1. (Cont'd)

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.

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 07 89  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

2. Passenger Miles

The District first establishes the system-wide annual unlinked passenger trips total to be reported on Form 406 (row 12, Column i). System-wide unlinked passenger trips are estimated by surveying approximately 24%, 11, 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

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 31 89  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.  
 2. (Cont'd)

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  
computed using the ride check database. Counted passengers on-board

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 01 89  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

2. (Cont'd)

---

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.

---

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 01 89  
Month Day Year

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- |   |  |
|---|--|
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|---|--|

Description of above, plus any other relevant information.

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 a two-factor full cost allocation procedure to estimate the line level operating costs. The factors utilized are scheduled miles and scheduled

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 3 1 8 9  
 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.  "Other" organization type (Forms 001/002)
- 8.  "Other" contractual relationship (Form 002)
- 9.  Purchased transportation vehicles discrepancy (Forms 002/004)
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- 16.  Passenger mile data with sampling waiver (Forms 406/407)
- 17.  "Other" reasons for days not operated (Forms 406/407)
- 18.  Fleet total discrepancy (Form 408)
- 19.  Other

Description of above, plus any other relevant information.  
 3. (Cont'd)

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 \_\_\_\_\_

SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 01 89  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|---|---|

Description of above, plus any other relevant information.

Motorbus Fixed Guideway Segments:

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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

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_



SUPPLEMENTAL INFORMATION SCHEDULE

Transit ID 9021

Level R

Fiscal Year End 07 89  
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"/> "Other" organization type (Forms 001/002)</p> <p>8. <input type="checkbox"/> "Other" contractual relationship (Form 002)</p> <p>9. <input type="checkbox"/> Purchased transportation vehicles discrepancy (Forms 002/004)</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"/> Vehicle type discrepancy (Forms 003/408)</p> <p>12. <input type="checkbox"/> Fixed/non-fixed guideway allocation methodology (Form 006)</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"/> Motorbus fixed guideway segments (Forms 006/403)</p> <p>16. <input type="checkbox"/> Passenger mile data with sampling waiver (Forms 406/407)</p> <p>17. <input type="checkbox"/> "Other" reasons for days not operated (Forms 406/407)</p> <p>18. <input type="checkbox"/> Fleet total discrepancy (Form 408)</p> <p>19. <input type="checkbox"/> Other</p> |
|---|--|

Description of above, plus any other relevant information.

1. (Cont'd)

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, 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 9 0 2 3

Level R

Fiscal Year End 6 7 8 9  
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
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- 8.  "Other" contractual relationship (Form 002)
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- 16.  Passenger mile data with sampling waiver (Forms 406/407)
- 17.  "Other" reasons for days not operated (Forms 406/407)
- 18.  Fleet total discrepancy (Form 408)
- 19.  Other

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 11 89  
Month Day Year

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- |   |   |
|---|---|
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|---|---|

Description of above, plus any other relevant information.

Fleet Total Discrepancy

1. There were 100 vehicles which were neither active nor contingent at the FY 89 year-end. These buses have been removed for long-term repairs (Line 20 and Form 408). Therefore, columns H and I do not equal column B on Form 408.

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

## FORM 005

## 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 road- way bus separated from general traffic lane.				
Spring Street Bus Lane	1.50	'D'	168	168

Form 0 Page 1 of 1  
SECTION 9 STATISTICS SUMMARY

Transit ID 9 0 2 1

Level R

Fiscal Year End 0 7 0 1 8 9  
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	2,358,790		2,358,790	0	0
07	Passenger Miles	54,393,161		54,393,161	0	0
08	Operating Expense (Reporting Agency)	10,864,101		10,864,101	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	83,786,922		83,415,404	100,955	270,563
15	Passenger Miles	1,594,306,839		1,588,971,852	1,138,067	4,196,920
16	Operating Expense (Reporting Agency)	510,024,853		508,497,613	410,290	1,116,950
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))					

SECRET LIBRARY

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

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

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

BALANCE SHEET SUMMARY SCHEDULE

Transit ID

Level

Fiscal Year End     
Month Day Year

Line No.	OBJECT CLASS	DOLLAR AMOUNT	DOLLAR AMOUNT
<b>ASSETS</b>			
01	101. Cash and Cash Items		43,152,864
02	102. Receivables		124,601,287
03	103. Materials and Supplies Inventory		19,597,263
04	104. Other Current Assets		-0-
05	105. Work in Progress		629,640,017
06	111. Tangible Transit Operating Property	836,719,782	
07	Less Accumulated Depreciation	364,057,236	472,662,546
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		-0-
13	141. Special Funds		232,894,757
14	151. Other Assets		2,299,466
15	<b>TOTAL ASSETS</b>		<b>1,524,848,200</b>
<b>LIABILITIES AND CAPITAL</b>			
16	201. Trade Payables		12,114,947
17	202. Accrued Payroll Liabilities		29,659,024
18	203. Accrued Tax Liabilities		-0-
19	204. Short-Term Debt		72,295,906
20	205. Other Current Liabilities		48,489,288
21	211. Advances Payable		17,467,888
22	221. Long-Term Debt		99,107,449
23	231. Estimated Liabilities		162,449,156
24	241. Deferred Credits		5,514,070
25	<b>TOTAL LIABILITIES</b>		<b>447,097,728</b>
26	301. Public (Governmental) Entity Ownership		9,709,888
27	302. Private Corporation Ownership		-0-
28	303. Private Noncorporate Ownership		-0-
29	304. Grants, Donations, and Other Paid-in Capital		1,067,983,645
30	305. Accumulated Earnings (Losses)		56,939
31	<b>TOTAL CAPITAL</b>		<b>1,077,750,472</b>
32	<b>TOTAL LIABILITIES AND CAPITAL</b>		<b>1,524,848,200</b>

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

CAPITAL SUBSIDIARY SCHEDULE - SOURCES OF PUBLIC CAPITAL ASSISTANCE

Transit ID

9 0 2 1

Level

3

Fiscal Year End

0 7 0 1 8 9  
 Month Day Year

Line No.	GOVERNMENT FUNDS APPLIED TO TRANSIT SYSTEM		
	<b>PART A. FEDERAL GOVERNMENT</b>		
	I. Funds received from UMTA Act of 1964, as amended		
01	Section 3 Funds		100,609,351
02	Section 5, 9a, and/or 9 Funds		86,912,509
03	Other UMTA Funds		1,730,812
04	Total UMTA Funds		189,252,672
	II. Funds received from other Department of Transportation Grant Programs (Identify)		
05	Total Other DOT Funds		-0-
	III. Other Federal Funding (Identify)		
06	Total Other Federal Funding		-0-
07	<b>TOTAL FEDERAL ASSISTANCE</b>		<b>189,252,672</b>
	<b>PART B. STATE/LOCAL GOVERNMENT</b>	<b>STATE GOVERNMENT</b>	<b>LOCAL GOVERNMENT</b>
08	I. Funds allocated to transit out of the general revenues of the government entity		
	II. Funds dedicated to transit at their source (Non-General Fund):		
	Dedicated Taxes		
09	1. Income Taxes		
10	2. Sales Taxes SB 325		25,216,532
11	3. Property Taxes		
12	4. Payroll Taxes		
13	5. Utility Taxes		
14	6. Commuter Taxes		
15	7. Gasoline Taxes Prop. 5	16,709,488	
	8. Other Taxes (Identify)		
	Prop A/Art XIX/Others 46,349,815		
	Benefit Assessments 34,103,979		
16	Total Other Taxes	46,349,815	34,103,979
17	Bridge, Tunnel, and Highway Tolls		
	III. Other Public Sources (Identify) SB 90 Other 262,213		
	City of LA/City of El Monte/LA County 78,739,881		
	Prop A Local Returns 402,856		
18	Total Other Public Sources		9,404,950
19	<b>TOTAL STATE/LOCAL ASSISTANCE</b>	<b>63,059,303</b>	<b>68,725,461</b>
	<b>PART C. MISCELLANEOUS SOURCES</b>		
	Miscellaneous Sources of Funding (Identify)		
	Home Savings Bank ( 1,242 )		
	So. Cal Gas Co. 111		
20	Total Miscellaneous Sources of Funding		( 1,131 )

REVENUE SUMMARY SCHEDULE

Transit ID

9	0	2	1
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Level

R
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Fiscal Year End

0	7	0	1	8	9
Month		Day		Year	

Line No	REVENUE OBJECT CLASSES	TOTAL REVENUE FOR PERIOD
01	401. Passenger Fares for Transit Service	230,858,774
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	3,651,189
07	407. Nontransportation Revenues	6,774,922
08	408. Taxes Levied Directly by Transit System	-0-
09	409. Local Cash Grants and Reimbursements	242,268,259
10	410. Local Special Fare Assistance	-0-
11	411. State Cash Grants and Reimbursements	693,754
12	412. State Special Fare Assistance	-0-
13	413. Federal Cash Grants and Reimbursements	48,869,812
14	430. Contributed Services	-0-
15	Less Contra Account for Expenses	( -0- )
16	440. Subsidy from Other Sectors of Operations	-0-
17	<b>TOTAL REVENUE</b>	<b>533,116,710</b>
OPTIONAL INFORMATION:		
Passenger Fares for Transit Service by Mode		
18	Mode Code:	
19		M B
20		
21		
22		
23		
24		
25		
		230,858,774

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_



REVENUE SUBSIDIARY SCHEDULE - SOURCES OF PUBLIC ASSISTANCE

Transit ID

9 0 2 1

Level

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Fiscal Year End

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Month

Day

Year

GOVERNMENT FUNDS APPLIED TO TRANSIT SYSTEM			
PART A. FEDERAL GOVERNMENT			
01	I. Funds received from UMTA Act of 1964, as amended Section 5 and/or Section 9 Funds		48,338,250
	II. Funds received from other Federal Programs (Identify) SECTION 8		
02	Total Other Federal Funds		531,562
03	TOTAL FEDERAL ASSISTANCE		48,869,812
PART B. STATE/LOCAL GOVERNMENT		STATE GOVERNMENT	LOCAL GOVERNMENT
04	I. Funds allocated to transit out of the general revenues of the government entity		
05	II. Funds dedicated to transit at their source (Non-General Fund): Dedicated Taxes		
06	1. Income Taxes		
07	2. Sales Taxes SB 325/TDA Funds		126,724,991
08	3. Property Taxes		
09	4. Payroll Taxes		
10	5. Utility Taxes		
11	6. Commuter Taxes		
	7. Gasoline Taxes SB 620	549,000	
	8. Other Taxes (Identify) PROP A (LOCAL) 111,791,089		
12	Total Other Taxes		111,791,089
13	Bridge, Tunnel, and Highway Tolls		
	III. Other Public Sources (Identify)		
	OTHER STATE GRANTS 144,754		
	HOLLYWOOD BOWL/MINIBUS PROG/OTHERS-3,752,179		
14	Total Other Public Sources	144,754	3,752,179
15	TOTAL STATE/LOCAL ASSISTANCE	693,754	242,268,259
PART C. MISCELLANEOUS SOURCES			
	Miscellaneous Sources of Funding (Identify)		
16	Total Miscellaneous Sources of Funding	-0-	-0-

Date Prepared \_\_\_\_\_

Date Updated \_\_\_\_\_

EXPENSES CLASSIFIED BY FUNCTION

Transit ID

9 0 2 1

Level

Fiscal Year End

0 7

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Month

Day

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					
02	01 Operators' Salaries & Wages	132,449,132	-0-	-0-	-0-	132,449,132
03	02 Other Salaries & Wages	21,103,542	59,776,253	4,773,363	39,071,963	124,725,122
04	502. FRINGE BENEFITS	94,381,876	36,740,771	2,933,824	24,015,942	158,072,413
05	503. SERVICES	113,016	156,948	8,260	22,738,735	23,016,960
06	504. MATERIALS & SUPPLIES					
07	01 Fuel & Lubricants	16,447,125	700,353	-0-	-0-	17,147,478
08	02 Tires & Tubes	5,369,865	30,920	-0-	-0-	5,400,785
09	99 Other Materials & Supplies	1,826,538	22,087,198	3,721,934	1,625,223	29,260,893
10	505. UTILITIES	-0-	-0-	-0-	5,894,748	5,894,748
11	506. CASUALTY & LIABILITY COSTS	-0-	-0-	936,473	32,470,876	33,407,349
12	507. TAXES	1,353,978	110,294	-0-	142,981	1,607,253
13	508. PURCHASED TRANSPORTATION					
14	01 Less than 50 Vehicles	-0-	-0-	-0-	-0-	-0-
15	02 50 or More Vehicles	-0-	-0-	-0-	-0-	-0-
16	509. MISCELLANEOUS EXPENSE	-0-	-0-	-0-	7,846,444	7,846,444
17	510. EXPENSE TRANSFERS	( 28,788)	( 539,655)	-0-	(17,371,170)	( 17,939,623)
18	511. TOTAL SYSTEM EXPENSES	273,016,284	119,063,072	12,373,854	116,435,744	520,888,954
<b>RECONCILING ITEMS:</b>						
19	511. INTEREST EXPENSES .....					8,057,942
20	512. LEASES & RENTALS .....					4,112,874
21	513. DEPRECIATION .....					44,485,775
22	513.13 Amortization of Intangibles .....					-0-
23	514. PURCHASE LEASE PAYMENTS .....					-0-
24	515. RELATED PARTIES LEASE AGREEMENT .....					-0-
25	516. OTHER RECONCILING ITEMS .....					-0-
26	TOTAL RECONCILING ITEMS .....					56,656,591
27	TOTAL EXPENSES FROM PUBLISHED REPORTS .....					577,545,545
28	MEMO ITEM: Expenses not allowable for Federal Operating Assistance .....					

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

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

Level

R

Fiscal Year End

0 7 0 1 8 9

Mode

MB

Month Day Year

Line No.	TIME CLASSIFICATION	DOLLARS	HOURS
1.	OPERATING TIME		
01	1.01 Report time (Pull out)	1,811,163	132,279
02	1.02 Turn-in time (Pull in)	871,155	60,334
03	1.03 Travel time	2,995,437	212,570
04	1.04 Platform time--line service	106,209,740	7,588,257
05	1.05 Platform time--charter & special service	-0-	-0-
06	1.06 Intervening time	109,611	7,749
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	2,601,938	186,357
10	1.10 Minimum guarantee--weekly	-0-	-0-
11	1.11 Overtime premium--scheduled	6,839,263	959,743
12	1.12 Overtime premium--unscheduled	2,427,986	335,081
13	1.13 Spread time premium	-0-	-0-
14	1.14 Shift premium	-0-	-0-
15	1.15 Other operating premium	3,441,790	162,993
16	TOTAL OPERATING TIME	127,308,083	
2.	NONOPERATING PAID WORK TIME		
17	2.01 Instructor premium for operator training	63,227	50,585
18	2.02 Student training time	1,257,401	131,454
19	2.03 Accident reporting time	59,118	4,797
20	2.04 Witness time	48,859	3,795
21	2.05 Stand-by time	3,422,816	259,527
22	2.06 Time spent on union functions	-0-	-0-
23	2.07 Run selection time	11,503	870
24	2.08 Other time spent in transportation administration	117,208	8,755
25	2.09 Time spent in revenue vehicle movement control	158,620	12,951
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	2,297	-0-
29	TOTAL NONOPERATING PAID WORK TIME	5,141,049	
30	TOTAL OPERATING AND NONOPERATING TIME	132,449,132	

Date Prepared 10/25/89 Date Updated

NOT RECORDED FROM TRANSIT SYSTEMS  
 WHICH OPERATE AT RATE 25 OR FEWER REVENUE  
 VEHICLES IN ANNUAL MAXIMUM SERVICE

Form 35.

FRINGE BENEFITS SUBSIDIARY SCHEDULE

Transit ID

9 0 2 1

Fiscal Year End

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Month

Day

Year

Level

1

Line No.	FRINGE BENEFIT OBJECT CLASSES	EMPLOYER TOTAL	EMPLOYEE TOTAL
01	502.01 FICA or Railroad Retirement	21,829,711	21,829,711
02	502.02 Pension Plans (including long-term disability insurance)	11,602,802	1,465,819
03	502.03 Hospital, Medical, and Surgical Plans	37,750,528	746,557
04	502.04 Dental Plans	442,348	-0-
05	502.05 Life Insurance Plans	5,051,044	594,944
06	502.06 Short-Term Disability Insurance	544,052	-0-
07	502.07 Unemployment Insurance	524,729	-0-
08	502.08 Workmen's Compensation Insurance or Fed. Empl. Liab. Act Contribution	35,458,886	-0-
09	502.09 Sick Leave	9,151,032	-0-
10	502.10 Holiday (including all premiums paid for work on holidays)	6,276,700	-0-
11	502.11 Vacation	22,712,567	-0-
12	502.12 Other Paid Absence (bereavement pay, military pay, jury duty pay, etc.)	4,738,438	-0-
13	502.13 Uniform and Work Clothing Allowances	1,543,121	-0-
14	502.14 Other Fringe Benefits	446,455	-0-
15	TOTAL	158,072,413	27,637,031

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

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="13,197,010"/>
02	b. Prior service cost	<input type="text" value="( 1,840,598 )"/>
03	c. Interest on prior service cost	<input type="text" value="N/A"/>
04	Fully Funded Plan -- Total Cost	<input type="text" value="11,346,412"/>
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="11,346,412"/>
	3. Pension Liability Based on 12/31/88 valuation	
07	a. Plan assets	<input type="text" value="369,410,429"/>
08	b. Less vested benefits	<input type="text" value="346,952,218"/>
09	<del>Unfunded Liability</del> Surplus	<input type="text" value="22,458,211"/>
	4. If you committed to a fully funded plan, please indicate the following:	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:	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:	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 \_\_\_\_\_ Date Updated 10/25/89

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 PEAK service begins	<input type="text" value="0600"/>		
03	Time Midday service begins	<input type="text" value="0930"/>		
04	Time PM PEAK 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

Level

Fiscal Year End        
Month Day Year

Mode

Line No.	ITEM	AMOUNTS
	NUMBER OF ROADCALLS	
01*	For mechanical failure	21,769
02*	For other reasons	66,995
03*	TOTAL ROADCALLS	88,764
04	TOTAL LABOR HOURS FOR INSPECTION & MAINTENANCE	2,195,934
	NUMBER OF LIGHT MAINTENANCE FACILITIES	
05	Serving under 200 vehicles	8
06	Serving 200-300 vehicles	6
07	Serving more than 300 vehicles	0
08	TOTAL LIGHT MAINTENANCE FACILITIES	14
	ENERGY CONSUMPTION	
09	Kilowatt hours of propulsion power	
10	Gallons of diesel fuel	27,979,623
11*	Gallons of gasoline	0
12*	Gallons of LPG or LNG	0
13*	Gallons of bunker fuel	0

\*Not applicable to rail modes

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

Form 403 Page  of   
**TRANSIT WAY MILEAGE SCHEDULE**

Fiscal Year End

Level   
 Type of Service \*

LINE NO.	GUIDEWAY CLASSIFICATIONS (MODE CODES)	DIRECTIONAL ROUTE MILES	MILES OF TRACK	NUMBER OF CROSSINGS	NUMBER OF STATIONS	AVERAGE MONTHLY DIRECTIONAL ROUTE MILES**
01	MODE CODE: RR					
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					
	<b>NON-RAIL MODES</b>	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	4874.2		23.1
35	TB					
36	FB					
37	TR					
38	OR					

O = 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 No	LABOR CLASSIFICATION	EMPLOYEE EQUIVALENTS	
		OPERATING LABOR	CAPITAL LABOR
01	Transportation Administration	<input type="text" value="367.4"/>	
02	Revenue Vehicle Operation	<input type="text" value="4439.2"/>	
03	Transportation Support	<input type="text" value="134.4"/>	
04	Vehicle Maintenance Administration	<input type="text" value="186.7"/>	
05	Revenue Vehicle Inspection & Maintenance	<input type="text" value="1032.6"/>	
06	Vehicle Maintenance Support	<input type="text" value="422.5"/>	
07	Non-Vehicle Maintenance Administration	<input type="text" value="14.7"/>	
08	Non-Vehicle Maintenance Support	<input type="text" value="253.4"/>	
09	Marketing and Planning	<input type="text" value="162.6"/>	
10	General Administration Support	<input type="text" value="693.3"/>	
11	<b>TOTAL TRANSIT SYSTEM EMPLOYEE EQUIVALENTS</b>	<input type="text" value="7706.8"/>	<input type="text" value="180.7"/>

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

FORM 405

TRANSIT SYSTEM ACCIDENTS SCHEDULE

Transit ID

9 0 2 1

Level

R

Fiscal Year End

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Mode

MB

Line No.	ITEM	COLLISION	NON-COLLISION	STATION
<b>NUMBER OF ACCIDENTS CLASSIFIED AS:</b>				
01	Fatality, Personal Injury & Property Damage	2	-0-	-0-
02	Fatality & Personal Injury	1	-0-	-0-
03	Fatality & Property Damage	1	-0-	-0-
04	Fatality Only	5	-0-	-0-
05	Personal Injury & Property Damage	789	41	-0-
06	Personal Injury Only	698	648	68
07	Property Damage Only	2,736	234	-0-
08	TOTAL ACCIDENTS	4,232	923	68
<b>NUMBER OF FATALITIES CLASSIFIED AS:</b>				
<b>Revenue Vehicle Occupants</b>				
09	On-Duty Employees	1	0	N/A
10	Others	0	0	N/A
<b>Other Vehicle Occupants</b>				
11	On-Duty Employees	0	N/A	N/A
12	Others	3	N/A	N/A
<b>Pedestrians</b>				
13	On-Duty Employees	0	-0-	-0-
14	Others	5	-0-	-0-
<b>NUMBER OF PERSONS INJURED CLASSIFIED AS:</b>				
<b>Revenue Vehicle Occupants</b>				
15	On-Duty Employees	146	797	N/A
16	Others	986	522	N/A
<b>Other Vehicle Occupants</b>				
17	On-Duty Employees	5	N/A	N/A
18	Others	1,763	N/A	N/A
<b>Pedestrians</b>				
19	On-Duty Employees	0	N/A	-0-
20	Others	64	N/A	68

Date Prepared 09/06/89

Date Updated 10/31/89

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					
<b>SERVICE SUPPLIED</b>										
01	Number of vehicles in operation	1,801	1,253	1,826	1,315	1,826	1,074	862	N/A	
02	Total actual vehicle miles	81,394	64,556	95,469	76,237	317,622	206,266	167,325	101,106,656	
03	Total actual vehicle hours	5,723	5,336	7,553	4,727	23,339	15,655	12,339	7,463,523	
04	Total actual vehicle revenue miles	68,549	61,052	83,708	53,636	266,929	184,282	151,337	85,145,712	
05	Total scheduled vehicle revenue miles	68,961	61,399	84,505	53,954	268,819	185,368	152,350	86,761,296	
06	Total actual vehicle revenue hours	5,212	5,200	7,063	3,831	21,306	14,757	11,764	6,861,503	
07	Actual revenue capacity miles									5,851,000,000
08	Charter service hours									
09	Charter service miles									
10	School bus hours									
11	School bus miles									
<b>SERVICE CONSUMED</b>										
12	Unlinked passenger trips	369,961	300,430	494,594	146,935	1,311,920	846,256	596,399	411,820,000	
13	Passenger miles									5,246,368 3,341,019 2,454,737 1,648,700,000
<b>SERVICE PERSONNEL</b>										
14	Scheduled full-time vehicle operators	1,819	1,303	1,844	1,394	2,739	1,922	1,491		
15	Scheduled part-time vehicle operators	212	0	200	0	362	287	263		
16	Revenue vehicle movement control personnel	44	64	65	50	94	68	58		
17	Ticket/token sales agents, fare collectors, gate keepers	24	38	36	4	36	7	2		
18	Route/schedule information operators	36	48	40	20	67	46	46		
19	Security agents	22	39	33	39	79	60	64		
20	Total service personnel	2,157	1,492	2,218	1,507	3,377	2,390	1,924		
<b>SERVICE OPERATED (Days)</b>										
21	Days schedules operated						254	52	58	364
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						254	52	58	365/366

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

Date Prepared \_\_\_\_\_ Date Updated \_\_\_\_\_

FD-503 - REVENUE VEHICLE DEPARTMENT SCHEDULE

DEPARTMENT: 9031

TYPE OF SERVICE: PD

FISCAL YEAR END: 7/31/89

CLASS: R

A	B	C	D	E	F	G	H	I	J	K	L	M	N	
FUEL	VEHICLES	VEHICLE	OWNER-	YEAR			ACTIVE	EMERGENCY	FUEL	SEAT-	STAND-	TOTAL	AVERAGE	
NO.	IN TOTAL	TYPE	SHIP	OF	REG.	MODEL	VEHICLES	VEHICLES	TYPE	CAPAC-	ING	VEHICLES	PER ACTIVE	
	FLEET	CODE	CODE	NO.	CODE	NUMBER	IN FLEET	IN FLEET	CODE	ITY	ITY	PERIOD	VEHICLES	
												PERIOD	PERIOD	
	1	80	BA	00	74	GHC	08153076	50	04	DF	51	25	1588	927
	2	90	BA	00	87	NLO	AN440A	1	0	DF	47	27	1600	1000
	3	267	BA	00	89	TIC	1180206	267	0	DF	47	31	78	77
	4	150	BA	00	89	FLX	3010260	150	0	DF	43	36	1673	90
	5	14	BA	00	68	GHC	581A5303A	9	5	DF	49	24	455	1977
	6	76	BA	00	73	GHC	1815307A	43	33	DF	47	23	2665	1935
	7	412	BA	00	83	NLO	AN440A	412	0	DF	43	21	20212	267
	8	17	BB	00	83	ZZZ	CBW300	8	9	DF	25	12	928	675
	9	30	BB	00	84	ZZZ	CBW300	30	0	DF	27	13	656	161
	10	41	BA	00	73	FLX	111DDD061	31	10	DF	45	23	1290	940
	11	35	BA	00	82	GHC	170694	35	0	DF	36	18	1405	296
	12	37	BA	00	75	FLX	53102B1	8	29	DF	51	25	1379	7128
	13	41	BA	00	75	FLX	53102B1	23	18	DF	51	25	1118	1675
	14	221	BA	00	80	FLX	53102BV1	221	0	DF	46	23	7437	304
	15	77	BA	00	77	AMG	10240E8	61	16	DF	47	23	2985	1207
	16	934	BA	00	81	GHC	180204	934	0	DF	43	21	35560	397
	17	20	AB	00	70	HAN	562201B3A	20	0	DF	65	32	392	250
	18	9	AB	00	78	HAN	562201B3A	9	0	DF	65	32	188	243
	19	18	DB	00	74	NLO	NI223	9	0	DF	82	41	83	259
	Total:	2569						2323	144					

NOTE: ZZZ in Lines 8 and 9 of Column F indicates Carpenter Body Works.  
 Date Prepared: 9/15/89  
 Operations 3099

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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UMTA SECTION 9 REPORT  
For The Year Ended July 1, 1989

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Coopers  
& Lybrand

CONFIDENTIAL PUBLIC ACCOUNTANTS

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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UMTA SECTION 9 REPORT

For The Year Ended July 1, 1939

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## INDEPENDENT AUDITOR'S REPORT

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The Board of Directors  
Southern California Rapid  
Transit District

We understand that the Southern California Rapid Transit District (the "District") is eligible to receive grants under Section 9 of the Urban Mass Transportation Act of 1964, as amended, and in connection therewith the District is required to report certain information to the Urban Mass Transportation Administration (UMTA).

UMTA has established the following standards with regard to the data reported to it in the Section 9 Statistics Summary, Form 006, of the District'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 UMTA review and audit for a minimum of 3 years following UMTA's receipt of the Section 15 report. The data are fully documented and securely stored.
- . A system of internal controls is in place to assure 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 UMTA or have been approved by UMTA 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 District operations.

We have applied the procedures documented below to the data contained in the accompanying Section 9 Statistics Summary, Form 006, for the fiscal year ended July 1, 1989. Such procedures, which were agreed to and specified by UMTA on pages 10 through 17 of the April 1989 Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System (Reporting Manual) and were agreed to by the District, were applied to assist you in evaluating whether the District complied with the standards described in the second paragraph of this report and that the information included in the Section 15 Report Form 006 (Section 9 Statistics Summary) for the fiscal year ending July 1, 1989 is presented in conformity with the requirements of the Reporting Manual as specified in 49 CFR Part 630, Federal Register, September 25, 1987. This report is intended solely for your information and UMTA and should not be used by those who did not participate in determining the procedures.

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 District for the fiscal year ending July 1, 1989 for the motorbus directly operated mode.

- a. 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").
- b. 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").
- c. 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 receipts 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 July 2, 1988, June 27, 1987, and June 28, 1986 and found them properly retained (Reporting Manual Section 9 Test "c").

- d. 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 November 1988, February 1989 and June 1989 and observed that each type of source document exists for each of these periods (Reporting Manual Section 9 Test "d").

- e. 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").
- f. We reviewed source documents and data summaries and noted that such reviews as indicated in step e 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").
- g. 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").
- h. 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 procedures 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  $\pm 10\%$  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% (Reporting Manual Section 9 Test "h").

- i. 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").
- j. 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 mile data from Mr. Kumar. We reviewed the procedures used to select the actual sample of runs for recording passenger 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 four percent of the fare surveys conducted and fourteen 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").

- l. We discussed the procedures for systematic exclusions 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 1, 1989 (Reporting Manual Section 9 Test "1").

- m. 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 and recomputed the arithmetical accuracy of the summarization of 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. Kumar.

We were informed by Mr. Kumar that the District did not operate rail modes during the year ended July 1, 1989. 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 rail modes during the year ended July 1, 1989 (Reporting Manual Section 9 Test "n").

- o. 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").
- p. 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 vehicle revenue miles operated on a fixed guideway. We were informed that the loss of two lines in December 1988 caused a decline in total vehicle revenue miles operated on a fixed guideway. However, fixed guideway directional route miles were not affected. 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 any other changes in service during the year that resulted in an increase or decrease in directional route miles (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 above to that reported on the District's Section 15 Form 006, Section 9 Statistics Summary (Reporting Manual Section 9 Test "q").
- r. 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. 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").
- s. We agreed Operating Expenses as reported on Section 15 Form 006, "Section 9 Statistic Summary," to operating expenses reported on the District's financial statements, on which we rendered our report dated October 13, 1989, 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. 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").
- u. As noted in step "t", the District does not contract for transportation service, and therefore certification of data for contracted services is not included with this report (Report Manual Section 9 Test "u").
- v. As noted in step "t", the District does not contract for transportation service, and therefore no contracts for service were reviewed (Reporting Manual Section 9 Test "v").

- w. 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-Long Beach, Oxnard-Ventura-Thousand Oaks and San Bernardino-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").
- x. We compared the data reported on Form 006, Section 9 Statistics Summary, for the year ended July 1, 1989 to comparable data reported for the year ended July 2, 1988 and calculated the percentage change from the prior year to the current year.

Operating expense for UZA #039 has decreased by more than 10%. 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 two primary factors were reduced service hours in fiscal year 1989 and a decrease in the number of reporting weeks in fiscal year 1989.

Other than as noted above, 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 vehicle revenue miles and passenger miles 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 loss of two fixed guideway lines during the year ended July 1, 1989, and a 25% rate increase over the previous year. He also indicated that the prior fiscal year was based upon a 53-week period while fiscal 1989 is a 52-week period. His explanation of the changes appeared reasonable and consistent with other information we obtained in performing the procedures referred to in this report (Reporting Manual Section 9 Test "x").

The agreed-upon procedures are substantially less in scope than an examination, the objective of which is an expression of an opinion on Form 006, Section 9 Statistics Summary. Accordingly, we do not express such an opinion. Also, we do not express an opinion on the District's internal control structure taken as a whole.

In performing the procedures, except for the information and findings described above, no matters came to our attention that caused us to believe that the information included in the Section 15 Report on Form 006 (Section 9 Statistics Summary) for the year ended July 1, 1989 is not presented in conformity with the requirements of the Urban Mass Transportation Administration Uniform System of Accounts and Records and Reporting System as specified in 49 CFR Part 630, Federal Register, September 25, 1987. 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 District's general purpose financial statements taken as a whole, or the forms in the District's Section 15 Report other than Form 006, Section 9 Statistics Summary, for any date or period.

*Coopers & Lybrand*

Los Angeles, California  
October 13, 1989

Our comments and findings based upon the above procedures are as follows:

<u>Finding</u>	<u>Description</u>
f.	Though the client represents that such reviews are performed, there is no evidence of supervisory review in the accumulation of Section 9 data. This finding is consistent with that of prior year, as noted in the 1988 Section 15 report certified by DH&S.
h.	SCRTD follows a sampling procedure other than those specified by UMTA. It is the auditor's understanding that the sampling method used by SCRTD is currently under review by UMTA to determine whether the minimum 10% precision requirement at a 95% confidence level is met. SCRTD has received support for such compliance in a letter dated July 11, 1989 from Multisystems, Inc. and Northeastern University. This finding is consistent with that of prior year, as noted in the 1988 Section 15 report certified by DH&S.