

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

SECTION 15 REPORT FISCAL YEAR 1992



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1992
BCRTD



Alan F. Pegg
General Manager

NOV 06 1992

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

Re: Section 15 Report

Gentlemen:

In compliance with your requirements, we are submitting our Section 15 Report for Fiscal Year 1992. The Chief Executive Office (CEO) Certification and the auditors' Section 9 Certification are included.

If you need addition information, please contact Tom Rubin, Controller-Treasurer, at (213) 972-6830.

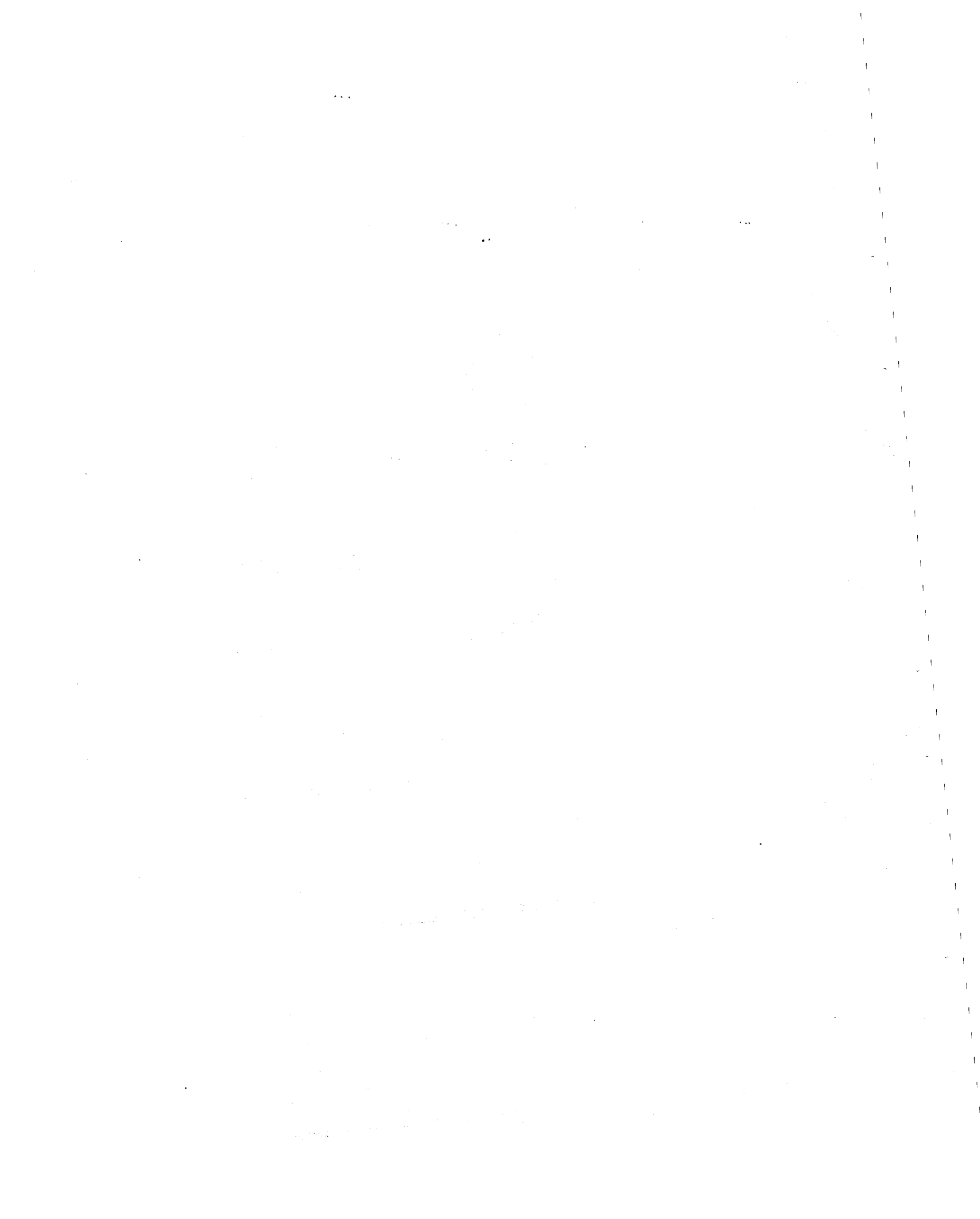
Sincerely,

A handwritten signature in black ink, appearing to read "Alan F. Pegg", is written over a printed name.

Alan F. Pegg

Attachments (Diskette, original and 2 hard copies)

cc: Neil Peterson, LACTC



Form 001
Transit System Identification

ID: 9021
Southern California Rapid Transit District
(Form 005 included)

Fiscal Year Ending 6/30/92	
1. Transit system identification information	
Transit system name	Southern California Rapid Transit District
Street mailing address	425 South Main Street
City Los Angeles	State CA Zip Code 90013
2. Chief Executive Officer information	
CEO name	Mr. Alan F. Pegg
Title	General Manager
Street mailing address	425 South Main Street
City Los Angeles	State CA Zip Code 90013
Telephone (213)972-4310 ext.	FAX (213)972-4325
3. Person to be contacted regarding this report	
Name	Mr. Thomas A. Rubin
Title	Controller-Treasurer
Street	425 South Main Street
City Los Angeles	State CA Zip Code 90013
Telephone (213)972-6830 ext.	FAX (213)972-6837
4. Demographic information	
UZAs served: Primary	2 Others 30 63 0 0 0 0 0
Non-UZAs served (Press F3):	
Service area information: Square miles	1,433.1 Population 7,154,679
5. Type of organization (Press F3 for list)	
A Public agency or authority that directly operates all transit service (not a State DOT)	
6. Summary of modes and types of service (check all boxes that apply for those services included in your report)	
	AG CC CR DR FB HR IP JT LR MB TB TR VP OR
Directly Operated	X X X X
Purchased Transp.	

Date Prepared/Updated: 11/09/92

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Form 002
Contractual Relationship Identification

ID: 9021 Page: 1
Southern California Rapid Transit District

1. Contractual relationship (Press F3 to see list)

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

ORANGE COUNTY TRANSIT DISTRICT

9036
Section 15 ID

Seller's name

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

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

	Mode: MB	Mode:	Mode:
3. Number of vehicles operated in maximum service under contract	13		
4. Contract expenditures by buyer	294,960		
5. Revenues retained by seller	321,612		
6. Other costs incurred by buyer	0		
7. Revenues returned to the buyer	0		

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Form 002
Contractual Relationship Identification

ID: 9021 Page: 2
Southern California Rapid Transit District

1. Contractual relationship (Press F3 to see list)

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

OMNITRANS

9029

Seller's name Section 15 ID

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

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

	Mode: NB	Mode:	Mode:
3. Number of vehicles operated in maximum service under contract	45		
4. Contract expenditures by buyer	672,934		
5. Revenues retained by seller	441,030		
6. Other costs incurred by buyer	0		
7. Revenues returned to the buyer	0		

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1. Contractual relationship (Press F3 to see list)

D System named on the Transit System Identification Form (001) is the seller of transportation services and is filing on behalf of a public agency.

COUNTY OF LOS ANGELES

N/A
 Section 15 ID

Seller's name

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

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

	Mode: MB	Mode:	Mode:
3. Number of vehicles operated in maximum service under contract	2		
4. Contract expenditures by buyer	154,193		
5. Revenues retained by seller	20,907		
6. Other costs incurred by buyer	0		
7. Revenues returned to the buyer	0		

Form 002
Contractual Relationship Identification

ID: 9021 Page: 4
Southern California Rapid Transit District

<p>1. Contractual relationship (Press F3 to see list)</p> <p>C System named on the Transit System Identification Form (001) is the seller of transportation services. The buyer and seller each file their own Section 15 report.</p> <p>CITY OF LOS ANGELES</p> <p align="center">N/A</p> <p>Seller's name Section 15 ID</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>A. Cash reimbursement of some or all of seller's operating deficit.</p> <p><input checked="" type="checkbox"/> B. Cash payment to seller for specific mass transportation services.</p> <p>C. Cash reimbursement to seller for reduced fare programs.</p> <p>D. Vehicles given/sold/loaned or leased for below market value to seller.</p> <p>E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
<p>3. Number of vehicles operated in maximum service under contract</p>	<p>Mode: MB</p> <p align="center">1</p>	<p>Mode:</p>	<p>Mode:</p>
<p>4. Contract expenditures by buyer</p>	<p align="center">68,250</p>		
<p>5. Revenues retained by seller</p>	<p align="center">0</p>		
<p>6. Other costs incurred by buyer</p>	<p align="center">0</p>		
<p>7. Revenues returned to the buyer</p>	<p align="center">0</p>		

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1. Contractual relationship (Press F3 to see list)

D System named on the Transit System Identification Form (001) is the seller of transportation services and is filing on behalf of a public agency.

COUNTY OF LOS ANGELES / L.A.
PHILHARMONIC ASSOCIATION
Seller's name

N/A
Section 15 ID

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

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

	Mode: MB	Mode:	Mode:
3. Number of vehicles operated in maximum service under contract	63		
4. Contract expenditures by buyer	468,616		
5. Revenues retained by seller	320,562		
6. Other costs incurred by buyer	0		
7. Revenues returned to the buyer	0		

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Form 002
Contractual Relationship Identification

ID: 9021 Page: 6
Southern California Rapid Transit District

1. Contractual relationship (Press F3 to see list)

D System named on the Transit System Identification Form (001) is the seller of transportation services and is filing on behalf of a public agency.

L. A. PHILHARMONIC ASSOCIATION
HOLLYWOOD BOWL
Seller's name

N/A
Section 15 ID

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

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

	Mode: MB	Mode:	Mode:
3. Number of vehicles operated in maximum service under contract	14		
4. Contract expenditures by buyer	81,668		
5. Revenues retained by seller	46,356		
6. Other costs incurred by buyer	0		
7. Revenues returned to the buyer	0		

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Contractual Relationship Identification

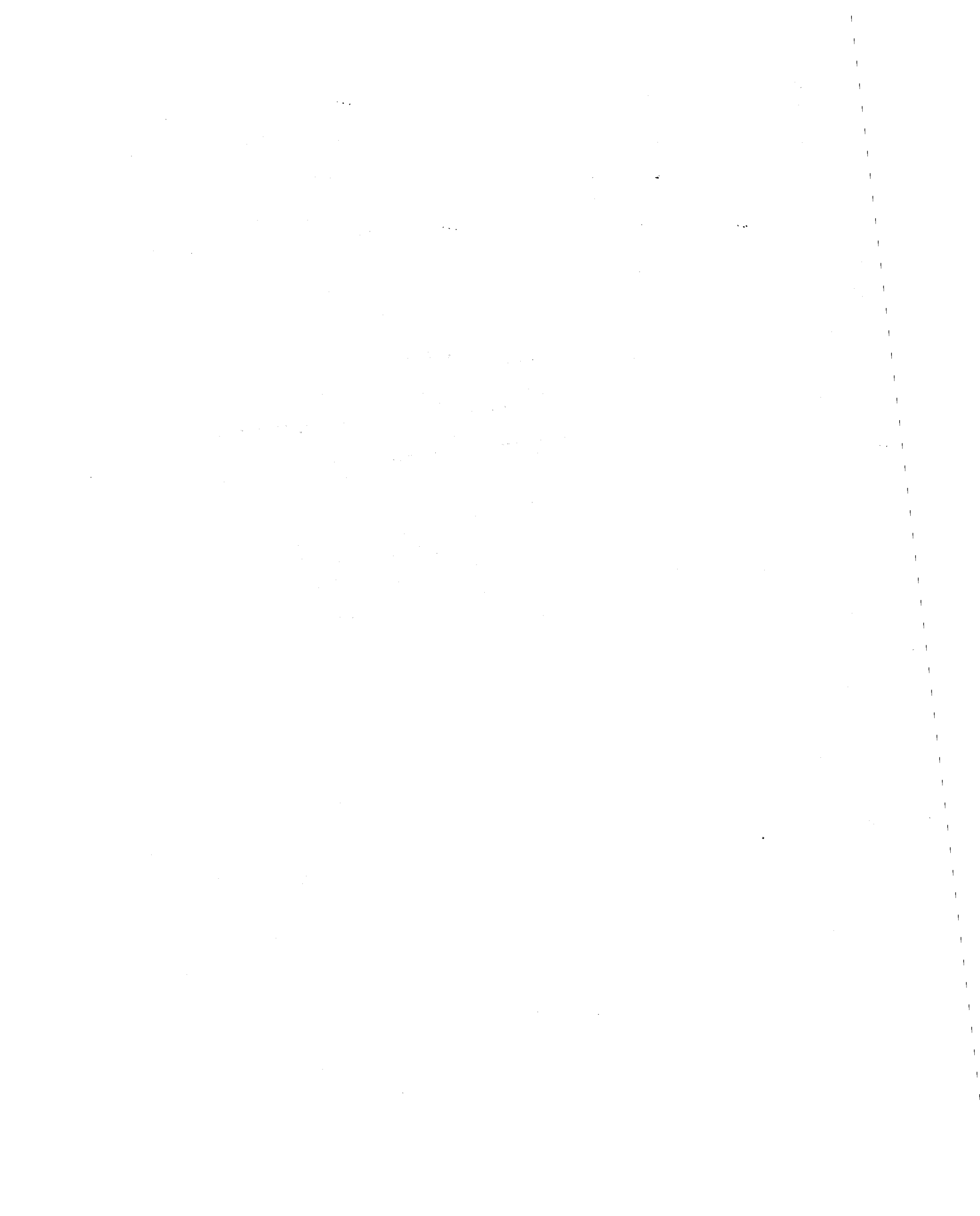
ID: 9021 Page: 7

Southern California Rapid Transit District

<p>1. Contractual relationship (Press F3 to see list)</p> <p>C System named on the Transit System Identification Form (001) is the seller of transportation services. The buyer and seller each file their own Section 15 report.</p> <p>CITY OF LOS ANGELES</p> <p style="text-align: center;">N/A</p> <p>Seller's name Section 15 ID</p>			
<p>2. Monetary nature of contractual relationship (check all boxes that apply)</p> <p>A. Cash reimbursement of some or all of seller's operating deficit.</p> <p><input checked="" type="checkbox"/> B. Cash payment to seller for specific mass transportation services.</p> <p>C. Cash reimbursement to seller for reduced fare programs.</p> <p>D. Vehicles given/sold/loaned or leased for below market value to seller.</p> <p>E. Other. Explain monetary consideration received and obligations incurred by seller on a Supplemental Information Form (005).</p>			
<p>3. Number of vehicles operated in maximum service under contract</p>	<p>Mode: MB</p> <p style="text-align: center;">9</p>	<p>Mode:</p>	<p>Mode:</p>
<p>4. Contract expenditures by buyer</p>	<p style="text-align: center;">184,105</p>		
<p>5. Revenues retained by seller</p>	<p style="text-align: center;">284</p>		
<p>6. Other costs incurred by buyer</p>	<p style="text-align: center;">0</p>		
<p>7. Revenues returned to the buyer</p>	<p style="text-align: center;">0</p>		

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Form 005
Supplemental Information

Form: 001 Transit System Identification
ID: 9021
ID Name: Southern California Rapid Transit District
Subject: Other

The District has two operating modes. These are MB (Motorbus) and LR (Light Rail).

For purposes of reporting operating expenses (Form 301), the District reports labor (Form 301, line 02) and expense transfers (Form 301, line 14) cost incurred to support the construction of the Red Line (MR mode) and the Green Line (AG mode) projects. These labor costs are subsequently expense transferred to capital projects.

Form 005
Supplemental Information

Form: 103 Capital Funding
ID: 9021
ID Name: Southern California Rapid Transit District
Subject: Other funding sources (Form 103) & Sources of Oper. Funding (Form 203)

PART A. FEDERAL GOVERNMENT:

Other FTA funds, Line 3

Section 5 Grants \$ 383,445

PART B. STATE & LOCAL SOURCES:

Item II Funds dedicated to transit at their source:
Property Taxes, Line 11, col. d

Proceeds from revenue bonds issued by
Benefit Assessment District \$ 18,114,572

PART B. STATE & LOCAL SOURCES:

Item III - Other Funds, Line 15, col. c

City of L. A. \$ 18,257,016
TDA Funds 10,760,568
Local & Private Contributions 9,174,767
Air Resources Board 197,942
Southern California Gas Co. 44,506
Amortization of PY Contributed Capital (1,603,564)

Total \$ 36,831,235

PART B. STATE AND LOCAL SOURCES:

Item II, Other Taxes. Line 13 col d:
Proceeds from Bonds issued by the
Benefit Assessment District
Various - net

\$ 7,211,155
30,423

Total \$ 7,241,578

Form 005
Supplemental Information

Form: 203 Source of Operating Funding
ID: 9021
ID Name: Southern California Rapid Transit District
Subject: Other funding sources (Form 103) & Sources of Oper. Funding (Form 203)

FUNDS RECEIVED FROM OTHER FEDERAL PROGRAMS, Line 2, col. d:

Section 8 grants	\$ 27,857

DIRECTLY GENERATED FUNDS, Line 11, col d:

Advertising Revenue	\$ 4,650,000
Investment Revenues	4,685,062
Property Rentals	139,114
Commissions of Business Rental	494,103
Revenue Accrued thru Purchased Transportation Agreements	1,924,726
Others	8,258

TOTAL	\$ 11,901,263

LOCAL FUNDS, OTHER FUNDS Line 11, col. c:

TDA Funds	\$ 159,612,000
Buydown Program, City of L.A.	6,694,232
Buydown Program, County of L.A.	668,516
Others	1,768,114

TOTAL	\$ 168,742,862

Supplemental Information

Form 005

Form: 403 Transit Way Mileage
ID: 9021 Service: DO
ID Name: Southern California Rapid Transit District
Subject: Motorbus fixed guideway segments (Forms 403 & 901)

MOTORBUS FIXED GUIDEWAY SEGMENTS:

1. **Controlled Access Right-of-Way Segments:** The District operates lines on the El Monte Busway which is a Controlled Access Right-of-way segment for bus and high occupancy motor vehicles. The east-west facility is in the median of I-10 with one lane in each direction. The eastern end of this facility is at the intersection of I-10 with Santa Anita Avenue. The western end is at Alameda and Arcadia Streets, the length of the complete segment being 23.0 miles for both directions.

2. **Exclusive Access Right-of-Way Segment:** The District operates lines on a Spring Street Contra-Flow lane in Downtown Los Angeles. The south end of this facility is at the intersection of Spring and 9th Sts., while the north end is at Spring St. and Sunset Blvd. The length of this facility is 1.5 miles. This guideway consists of one Northbound lane from Spring and 9th Sts. to Spring and 1st, while the portion from Spring and 1st St. to Spring and Aliso consist of two northbound lanes.

Due to road construction, the Spring Street Contra-Flow lane from Spring and 9th to Spring and 1st was closed on April 5, 1992. Because of this closure, average monthly directional route miles are different from direction route mile on exclusive right-of-way (FORM 403)

Form 005
Supplemental Information

Form: 406 Transit System Service (Non-Rail Modes)
ID: 9021 Mode: MB Service: DO
ID Name: Southern California Rapid Transit District
Subject: Other

UNLINKED PASSENGER TRIPS ADJUSTMENT:

1. Original estimates of bus mode unlinked passenger trips for Fiscal Year 1992 were revised as a result of two significant service adjustments during the year:
 - a. The Los Angeles civil unrest for the period April 29 through May 4, 1992.
 - b. The transfer of several bus lines to other operators and other service reduction due to budgetary constraints, all implemented on temporary (pink) service letters.
2. The adjustment was implemented as follows: for each day type (weekday, Saturday and Sunday), the ratio of Total Actual Vehicle Revenue Hours to Regularly Scheduled Vehicle Revenue Hours was calculated, giving each day type the corresponding adjustment factor.

The adjustment factors are:

Average Weekday : 0.9878
Average Saturday: 0.9888
Average Sunday : 0.9943

3. The original estimates of average weekday, Saturday and Sunday unlinked passenger trips were multiplied by their adjustment factors to give the adjusted figures, reported in Form 406:

Average Weekday : $1,285,759 * 0.9878 = 1,270,096$
Average Saturday : $843,574 * 0.9888 = 834,084$
Average Sunday : $595,960 * 0.9943 = 592,557$

(Actual adjustment factors were calculated to higher degree of accuracy)

Form 005
Supplemental Information

Form: 407 Transit System Service (Rail Modes)
ID: 9021 Mode: LR Service: DO
ID Name: Southern California Rapid Transit District
Subject: Other

INCREASE IN SERVICE SUPPLIED DATA OF MORE THAN 10% COMPARED WITH FISCAL YEAR 1991:

Service supplied on the Metro Blue Line has increased significantly for the following reasons:

- a. Fiscal year 1991 was the first year of the Blue Line operations. During the year ridership increased gradually, until reaching its current level.
- b. The Pico to 7th/Metro segment was completed during the Fiscal Year 1991, providing additional track mileage, and therefore additional service miles and hours.
- c. During Fiscal Year 1992, all current segments of the Blue Line were in operation, and ridership was stable at its peak level for the full period.

Form 005
Supplemental Information

Form: 901 Section 9 Statistics
ID: 9021 Mode: MB
ID Name: Southern California Rapid Transit District
Subject: Fixed/non-fixed guideway allocation methodology (Form 901)

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

1. The District first establishes the total actual vehicle revenue miles which are reported on Form 406 and Form 407. The actual vehicle revenue miles are calculated using: (a) master trip scheduling database, (b) service added/cancelled based on pink letters, (c) service provided to special events, (d) loss in service due to non-availability of equipment, operator, equipment breakdown, etc., and (e) service loss due to emergencies, such as the civil disturbance in Los Angeles. Vehicle revenue miles accrued on fixed guideway facilities are calculated by first identifying the lines operated on the fixed guideway facilities, then multiplying the number of trips operated on each line by the fixed guideway segment lengths.

Resulting vehicle revenue miles are then subtracted from total actual vehicle miles reported on Form 406 and Form 407, to derive the non-fixed guideway vehicle revenue miles.

2. System-wide unlinked passenger trips are estimated by surveying approximately 20%, 12% and 15% of trips operated on a typical weekday, Saturday and Sunday, respectively. Survey 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. Passenger miles are calculated by multiplying daily boardings with the average trip length, derived from the most recent ride check for each line. Passenger miles carried on fixed guideway facilities are allocated based on the revenue miles calculated above, using the formulas established in the Section 15 Reporting Manual for FY 1992 (pages 900-4, 900-5), as described below.
3. From Form 406 (line 08, column i), Total Actual Vehicle Revenue Miles are 84,455,834. From Form 901 (line 06, column c), Fixed Guideway Actual Vehicle Revenue Miles are 1,871,399, and Non-fixed Guideway Actual Vehicle Revenue Miles (line 02, column c) are 82,584,435. (CONTINUATION IN FORM 005 FOR FORM 901 - OTHERS)

Form 005
Supplemental Information

Form: 901 Section 9 Statistics
ID: 9021 Mode: MB
ID Name: Southern California Rapid Transit District
Subject: Other

(CONTINUATION OF SUPPLEMENTAL INFORMATION FOR ITEM 8:)

FG% = (1,971,399 / 84,455,834) = 2.21583%
NF% = (82,584,435 / 84,455,834) = 97.78417%

4. PASSENGER MILES:

Bus Mode Passenger Miles from Form 406 (line 16, column i) are
1,539,875,290. Thus,

FG Passenger Miles = 1,539,875,290 * 2.21583% = 34,121,019
NF Passenger Miles = 1,539,875,290 * 97.78417% = 1,505,754,271

5. OPERATING EXPENSES:

Bus Mode Operating Expenses are \$ 597,701,664. Using FG% and NF%:

FG Operating Expenses = \$597,701,664 * 2.21583% = \$ 13,244,053
NF Operating Expenses = \$597,701,664 * 97.78417% = \$584,457,611

ALLOCATION OF REVENUE MILES AND PASSENGER MILES BY UZA:

The new UZA definition, according to the 1990 census implemented in this report. Line 496, who in the past provided service to Riverside / San Bernardino (UZA 030), was transferred to Omnitrans (operating under Riverside Transit Agency) during Fiscal Year 1991, and thus no service to this UZA was provided by SCRDT during the Fiscal Year 1992.

Form 005
Supplemental Information

Form: 901 Section 9 Statistics
ID: 9021 Mode: MB
ID Name: Southern California Rapid Transit District
Subject: Motorbus fixed guideway segments (Forms 403 & 901)

PLEASE REFER TO FORM 005 FOR FORM 403 FOR DISCUSSIONS.

Capital Funding

ID: 9021
 Southern California Rapid Transit District
 (Form 005 included)

Capital Funds Applied to Transit System					
Part A. Federal Government					
I. Funds received from FTA					
01	Section 3 funds			53,423,322	
02	Section 9 funds			6,642,950	
03	Other FTA funds			383,445	
04	Total FTA funds			60,449,717	
05	II. Funds received from other U.S. DOT grant programs			0	
06	III. Other Federal funding			0	
07	Total Federal assistance			60,449,717	
Part B. State & local sources					
I. Funds allocated to transit out of general revenues of the government entity					
08		0	0		
II. Funds dedicated to transit at their source					
Dedicated taxes:					
09	1. Income taxes	0	0	0	
10	2. Sales taxes	0	50,871,143	0	
11	3. Property taxes	0	0	18,114,572	
12	4. Gasoline taxes	15,686,295	0	0	
13	5. Other taxes	0	0	7,241,578	
14	Bridge, tunnel & hwy tolls	0	0	0	
15	III. Other funds	0	36,831,235	0	
16	Total State, local, & directly generated funding	15,686,295	87,702,378	25,356,150	
Uses of Capital Funds					
	Mode	Rolling Stock	Facilities	Other	Total
17	AG	0	0	140,388	140,388
18	CC	0	0	0	0
19	CR	0	0	0	0
20	DR	0	0	0	0
21	FB	0	0	0	0
22	HR	6,633,490	153,947,771	351,419	160,932,680
23	IP	0	0	0	0
24	JT	0	0	0	0
25	LR	0	0	4,130,793	4,130,793
26	MB - NF	9,104,368	8,413,008	6,473,303	23,990,679
27	MB - FG	0	0	0	0
28	TB	0	0	0	0
29	TR	0	0	0	0
30	VP	0	0	0	0
31	Total expenditures	15,737,858	162,360,779	11,095,903	189,194,540

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Form 201
Revenue Summary

ID: 9021
Southern California Rapid Transit District

Revenue Object Class		Total Revenue
	401. Passenger fares/directly operated transit serv.	<----optional---->
01	01 Full adult fares	< >
02	02 Senior citizen fares	< >
03	03 Student fares	< >
04	06 Park and ride - parking revenue only	< >
05	90 Special ride fares	< >
06	Total passenger fares for directly operated service	\$ 222,211,294
07	402. Special transit fares	0
08	403. School bus service revenues	0
09	404. Freight tariffs	0
10	405. Charter service revenues	0
11	406. Auxilliary transportation revenues	4,650,000
	407. Non-transportation revenues	<----optional---->
12	04 Investment income	< 4,685,062 >
13	90 Other non-transportation revenues	< 641,475 >
14	Total non-transportation revenues	5,326,537
15	408. Taxes levied directly by transit system	0
16	409. Local cash grants & reimbursements	324,081,843
17	410. Local special fare assistance	7,362,748
18	411. State cash grants & reimbursements	18,367,737
19	412. State special fare assistance	0
20	413. Federal cash grants & reimbursements	47,063,912
21	414. Revenue accrued through a purchased transportation agreement	1,924,726
22	415. Fare revenue returned by seller (contractor)	0
	430. Contributed services	
23	01 State and local government	0
24	02 Contra account for expense	0
25	Net contributed services	-0-
26	440. Subsidy from other sectors of operations	0
27	Total revenue	\$ 630,988,797
	401. Passenger fares for directly operated transit service	Mode <----optional---->
28		b
29		NB < 215,792,350 >
30		LR < 6,418,944 >
31		< >
32		< >
33		< >
34		< >
35		< >

Date Prepared/Updated: 10/26/92

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Form 203
Source of Operating Funding

ID: 9021
Southern California Rapid Transit District
(Form 005 included)

Operating Funds Applied to Transit System			
Part A. Federal government			
01	I. Funds received from FTA Section 9 program		47,036,055
02	II. Funds received from other Federal programs		27,857
03	Total Federal assistance		47,063,912
		State Funds	Local Funds
Part B. State and local sources			Directly Generated Funds
	I. Funds allocated to transit out of the revenues of the government entity	0	0
04	II. Funds dedicated to transit at their source		
	Dedicated taxes:		
05	1. Income taxes	0	0
06	2. Sales taxes	0	162,701,729
07	3. Property taxes	0	0
08	4. Gasoline taxes	18,367,737	0
09	5. Other taxes	0	0
10	Bridge, tunnel and hwy tolls	0	0
11	Other funds	0	168,742,862
12	Total State, local and directly generated funding	18,367,737	331,444,591
			11,901,263

Date Prepared/Updated: 10/26/92

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Form 301
Operating Expenses Summary

ID: 9021
Southern California Rapid Transit District

Expense Object Class		b Vehicle Operations 010	c Vehicle Maintenance 041	d Non-Vehicle Maintenance 042	e General Administration 160	f Total Expense for Period
01	501. Labor					
01	01 Operators' salaries & wages	162,681,129	0	0	0	162,681,129
02	02 Other salaries & wages	43,246,483	74,677,722	4,072,791	41,179,410	163,176,406
03	502. Fringe benefits	102,907,260	37,318,356	2,035,277	20,578,398	162,839,291
04	503. Services	15,006,705	635,837	4,959,986	17,370,202	37,972,730
	504. Materials & supplies					
05	01 Fuel & lubricants	19,666,666	859,238	0	0	20,525,904
06	02 Tires & tubes	6,878,206	10,062	0	0	6,888,268
07	99 Other materials & supplies	2,953,739	35,244,237	4,722,245	2,464,430	45,384,651
08	505. Utilities	0	0	3,173,716	7,931,671	11,105,387
09	506. Casualty & liability costs	0	0	0	32,907,807	32,907,807
10	507. Taxes	1,618,990	109,937	0	673,032	2,401,959
	508. Purchased transportation					
11	01 In report	0	0	0	0	0
12	02 Filing separate report	0	0	0	0	0
13	509. Miscellaneous expense	0	0	0	3,863,027	3,863,027
14	510. Expense transfers	-556,529	-91,773	-754,547	-9,454,516	-10,857,365
15	Total system expenses	354,402,649	148,763,616	18,209,468	117,513,461	638,889,194
	Reconciling Items					
16	511. Interest expenses.....					3,990,440
17	512. Leases & rentals.....					7,310,642
18	513. Depreciation.....					37,780,811
19	513.13 Amortization of intangibles.....					
20	514. Purchase lease payments.....					
21	515. Related parties lease agreement.....					
22	516. Other reconciling items.....					
23	Total reconciling items.....					49,081,893
24	Total expenses from published reports.....					687,971,087
25	Memo item: Expenses not allowable for Federal operating assistance.....					

Date Prepared/Updated: 10/19/92

Report Year 1992

Form 301
Operating Expenses by Mode

ID: 9021 Mode: MB
Southern California Rapid Transit District

Expense Object Class	Total Modal Expenses	Function					Total	Vehicle Maintenance 041 Total	Non-Vehicle Maintenance 042 Total	General Administration 160 Total
		Transportation Admn. & Support 010	Revenue Veh. Operations 030	Ticketing & Fare Collection 151	System Security 161	Vehicle Operations - 010				
501. Labor		-----Optional-----								
01 01 Operators' salaries/wages	160,221,990	< 160,221,990 >	< >	< >	< >	160,221,990	0	0	0	
02 02 Other salaries & wages	147,697,239	< 38,848,494 >	< >	< >	< >	38,848,494	72,382,674	2,645,267	33,820,804	
03 502. Fringe benefits	153,875,063	< 99,480,579 >	< >	< >	< >	99,480,579	36,171,462	1,321,907	16,901,115	
04 503. Services	22,290,520	< 2,495,487 >	< >	< >	< >	2,495,487	385,659	2,879,323	16,530,051	
504. Materials & supplies										
05 01 Fuel & lubricants	20,486,767	< 19,666,442 >	< >	< >	< >	19,666,442	820,325	0	0	
06 02 Tires & tubes	6,888,268	< 6,878,206 >	< >	< >	< >	6,878,206	10,062	0	0	
07 99 Other mater'ls & supplies	44,036,280	< 2,883,505 >	< >	< >	< >	2,883,505	34,498,834	4,283,672	2,370,269	
08 505. Utilities	7,215,427	< 0 >	< >	< >	< >	0	0	0	7,215,427	
09 506. Casualty/liability costs	32,270,787	< 0 >	< >	< >	< >	0	0	0	32,270,787	
10 507. Taxes	2,358,694	< 1,618,990 >	< >	< >	< >	1,618,990	103,862	0	635,842	
508. Purchased transportation										
11 01 In this report	0	< 0 >	< >	< >	< >	0	0	0	0	
12 02 Filing separate report	0	< 0 >	< >	< >	< >	0	0	0	0	
13 509. Miscellaneous expense	3,629,188	< 0 >	< >	< >	< >	0	0	0	3,629,188	
14 510. Expense transfers	-3,268,559	< -56,732 >	< >	< >	< >	-56,732	-91,773	-306,623	-2,813,431	
15 Total	597,701,664	< 332,036,961 >	< >	< >	< >	332,036,961	144,281,105	10,823,546	110,560,052	

Date Prepared/Updated: 10/19/92

Report Year 1992

Form 301
Operating Expenses by Mode

ID: 9021 Mode: LR
Southern California Rapid Transit District

Expense Object Class	Total Modal Expenses	Function					Total	Vehicle Maintenance 041 Total	Non-Vehicle Maintenance 042 Total	General Administration 160 Total
		Transportation Admn. & Support 010	Revenue Veh. Operations 030	Ticketing & Fare Collection 151	System Security 161	Vehicle Operations - 010				
501. Labor		-----Optional-----								
01 01 Operators' salaries/wages	2,459,139	< 2,459,139 >	< >	< >	< >	2,459,139				
02 02 Other salaries & wages	10,595,675	< 4,064,730 >	< >	< >	< >	4,064,730	2,295,048	1,128,853	3,107,044	
03 502. Fringe benefits	6,523,823	< 3,260,143 >	< >	< >	< >	3,260,143	1,146,894	564,117	1,552,669	
04 503. Services	15,682,210	< 12,511,218 >	< >	< >	< >	12,511,218	250,178	2,080,663	840,151	
504. Materials & supplies										
05 01 Fuel & lubricants	39,137	< 224 >	< >	< >	< >	224	38,913	0	0	
06 02 Tires & tubes	0	< 0 >	< >	< >	< >	0	0	0	0	
07 99 Other mater'ls & supplies	1,348,371	< 70,234 >	< >	< >	< >	70,234	745,403	438,573	94,161	
08 505. Utilities	3,889,960	< >	< >	< >	< >	0	0	3,173,716	716,244	
09 506. Casualty/liability costs	637,020	< >	< >	< >	< >	0	0	0	637,020	
10 507. Taxes	43,265	< >	< >	< >	< >	0	6,075	0	37,190	
508. Purchased transportation										
11 01 In this report	0	< >	< >	< >	< >	0				
12 02 Filing separate report	0	< >	< >	< >	< >	0				
13 509. Miscellaneous expense	233,839	< >	< >	< >	< >	0			233,839	
14 510. Expense transfers	-264,909	< >	< >	< >	< >	0			-264,909	
15 Total	41,187,530	< 22,365,688 >	< >	< >	< >	22,365,688	4,482,511	7,385,922	6,953,409	

Date Prepared/Updated: 10/19/92

Report Year 1992

Form 301
Operating Expenses by Mode

ID: 9021 Mode: AG
Southern California Rapid Transit District

Expense Object Class	Total Modal Expenses	Function					Total	Vehicle Maintenance 041 Total	Non-Vehicle Maintenance 042 Total	General Administration 160 Total
		Transportation Adm. & Support 010	Revenue Veh. Operations 030	Ticketing & Fare Collection 151	System Security 161	Vehicle Operations - 010				
501. Labor		-----Optional-----								
01 01 Operators' salaries/wages	0	<	>	<	>	<	>			
02 02 Other salaries & wages	81,114	<	0 >	<	>	<	>			81,114
03 502. Fringe benefits	40,535	<	0 >	<	>	<	>			40,535
04 503. Services	0	<	>	<	>	<	>			
504. Materials & supplies										
05 01 Fuel & lubricants	0	<	>	<	>	<	>			
06 02 Tires & tubes	0	<	>	<	>	<	>			
07 99 Other materials & supplies	0	<	>	<	>	<	>			
08 505. Utilities	0	<	>	<	>	<	>			
09 506. Casualty/liability costs	0	<	>	<	>	<	>			
10 507. Taxes	0	<	>	<	>	<	>			
508. Purchased transportation										
11 01 In this report	0	<	>	<	>	<	>			
12 02 Filing separate report	0	<	>	<	>	<	>			
13 509. Miscellaneous expense	0	<	>	<	>	<	>			
14 510. Expense transfers	-121,649	<	0 >	<	>	<	>			-121,649
15 Total	0	<	0 >	<	>	<	>	0	0	0

Date Prepared/Updated: 10/19/92

Report Year 1992

Form 301
Operating Expenses by Mode

ID: 9021 Mode: HR
Southern California Rapid Transit District

Expense Object Class	Total Modal Expenses	Function					Total	Vehicle Maintenance 041 Total	Non-Vehicle Maintenance 042 Total	General Administration 160 Total
		Transportation Admn. & Support 010	Revenue Veh. Operations 030	Ticketing & Fare Collection 151	System Security 161	Vehicle Operations - 010				
501. Labor		-----Optional-----								
01 01 Operators' salaries/wages	0	<	>	<	>	<				
02 02 Other salaries & wages	4,802,378	< 333,259	>	<	>	<	333,259	298,671	4,170,448	
03 502. Fringe benefits	2,399,870	< 166,538	>	<	>	<	166,538	149,253	2,084,079	
04 503. Services	0	<	>	<	>	<				
504. Materials & supplies										
05 01 Fuel & lubricants	0	<	>	<	>	<				
06 02 Tires & tubes	0	<	>	<	>	<				
07 99 Other mater'ls & supplies	0	<	>	<	>	<				
08 505. Utilities	0	<	>	<	>	<				
09 506. Casualty/liability costs	0	<	>	<	>	<				
10 507. Taxes	0	<	>	<	>	<				
508. Purchased transportation										
11 01 In this report	0	<	>	<	>	<				
12 02 Filing separate report	0	<	>	<	>	<				
13 509. Miscellaneous expense	0	<	>	<	>	<				
14 510. Expense transfers	-7,202,248	< -499,797	>	<	>	<	-499,797	-447,924	-6,254,527	
15 Total	0	< 0	>	<	>	<	0	0	0	

Date Prepared/Updated: 10/19/92

Report Year 1992

Form 321
Operators' Wages

ID: 9021 Mode: LR
Southern California Rapid Transit District

Time Classification		Dollars	Hours
		b	c
1. Operating time			
01	01 Report, turn-in time, breaks & allowances	205,578	23,517
02	02 Platform time - line service	1,749,994	104,441
03	03 Platform time - charter & special	0	0
04	04 Travel & intervening time	40,479	9,653
05	05 Minim. guaran. time - call out, daily, wkly	26,876	1,648
06	06 Overtime premium - scheduled & unscheduled	132,569	18,080
07	07 Spread time premium	0	0
08	08 Other operating time	65,613	3,199
09	Total operating time	\$ 2,221,109	
2. Non-operating paid work time			
10	01 Stand-by time	187,496	14,779
11	02 Other non-operating paid work time	50,534	6,886
12	Total non-operating paid work time	\$ 238,030	
13	Total operating and non-operating time	\$ 2,459,139	

Date Prepared/Updated: 10/22/92

Report Year 1992

Diskette Reporting version 92.3

Form 321
Operators' Wages

ID: 9021 Mode: MB
Southern California Rapid Transit District

Time Classification		Dollars	Hours
1. Operating time			
01	01 Report, turn-in time, breaks & allowances	4,698,042	1,407,097
02	02 Platform time - line service	124,475,816	7,796,491
03	03 Platform time - charter & special	610	36
04	04 Travel & intervening time	3,734,373	718,953
05	05 Minim. guaran. time - call out, daily, wkly	3,100,815	200,989
06	06 Overtime premium - scheduled & unscheduled	11,561,459	1,717,214
07	07 Spread time premium		
08	08 Other operating time	3,954,504	244,177
09	Total operating time	\$ 151,525,619	
2. Non-operating paid work time			
10	01 Stand-by time	4,167,168	415,048
11	02 Other non-operating paid work time	4,529,203	548,188
12	Total non-operating paid work time	\$ 8,696,371	
13	Total operating and non-operating time	\$ 160,221,990	

Date Prepared/Updated: 10/22/92

Report Year 1992

Diskette Reporting version 92.3

**Form 331
Fringe Benefits**

**ID: 9021
Southern California Rapid Transit District**

Fringe Benefit Object Class		Employer Total
	502. Fringe benefits	
01	01 FICA or railroad retirement and/or PERS	22,555,107
02	02 Pension plans (including long-term disability insurance)	13,250,469
03	03 Hospital, medical, and surgical plans	52,726,489
04	04 Dental plans	736,581
05	05 Life insurance plans	360,303
06	06 Short-term disability insurance	0
07	07 Unemployment insurance	587,483
08	08 Workmen's comp. insur. or Fed. Empl. Liability Act contrib.	9,943,297
09	09 Sick leave	11,740,160
10	10 Holiday (including all premiums paid for work on holidays)	7,589,490
11	11 Vacation	31,027,275
12	12 Other paid absence (bereavement, military, jury duty, etc.)	3,802,713
13	13 Uniform and work clothing allowances	2,174,154
14	14 Other fringe benefits	6,345,770
15	Total fringe benefits	162,839,291

Date Prepared/Updated: 10/29/92

Report Year 1992

Diskette Reporting version 92.3

Form 402
Revenue Vehicle Maintenance Performance
 ID: 9021 Mode: MB
 Southern California Rapid Transit District

	Item	Amounts
	Number of roadcalls	
01*	For mechanical failure	16,868
02*	For other reasons	4,954
03*	Total roadcalls	21,822
04	Total labor hours for inspection and maintenance	2,840,251
	Number of maintenance facilities	
	Number of general purpose facilities	
05	Serving under 200 vehicles	5
06	Serving 200-300 vehicles	8
07	Serving more than 300 vehicles	0
08	Number of heavy maintenance facilities	1
09	Total maintenance facilities	14
	Energy consumption	
10	Kilowatt hours of propulsion power	
11	Gallons of diesel fuel	32,024,625
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	1,129,364
16	Gallons of ethanol	
17	Pounds of CNG	148,966
18	Gallons of bunker fuel	
19	Other fuel	
* Not applicable to rail modes		

Date Prepared/Updated: 10/19/92

Report Year 1992

Diskette Reporting version 92.3

Form 402

Revenue Vehicle Maintenance Performance

ID: 9021 Mode: LR

Southern California Rapid Transit District

Item		Amounts
Number of roadcalls		b
01*	For mechanical failure	0
02*	For other reasons	0
03*	Total roadcalls	0
04	Total labor hours for inspection and maintenance	39,760
Number of maintenance facilities		
Number of general purpose facilities		
05	Serving under 200 vehicles	1
06	Serving 200-300 vehicles	0
07	Serving more than 300 vehicles	0
08	Number of heavy maintenance facilities	0
09	Total maintenance facilities	1
Energy consumption		
10	Kilowatt hours of propulsion power	31,492,027
11	Gallons of diesel fuel	
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	
16	Gallons of ethanol	
17	Pounds of CNG	
18	Gallons of bunker fuel	
19	Other fuel	
* Not applicable to rail modes		

Date Prepared/Updated: 10/19/92

Report Year 1992

Diskette Reporting version 92.3

Transit Way Mileage

ID: 9021 Service: D0
 Southern California Rapid Transit District
 (Form 005 included)

Guideway Classifications Rail Modes		Directional Route Miles	Miles of Track	Number of Crossings	# of Stations Total	ADA	Average Monthly DRM*
		c	d	e	f	g	h
Mode code: HR							
01	At grade, exclusive ROW						
02	At grade, with cross traffic						
03	At grade, mixed/cross traffic						
04	Elevated on structure						
05	Elevated on fill						
06	Open cut						
07	Subway						
08	Total	.0	.0	0			
Mode code: LR							
09	At grade, exclusive ROW	3.7	3.7				
10	At grade, with cross traffic	27.6	30.9	77			
11	At grade, mixed/cross traffic	0	0	0			
12	Elevated on structure	4.1	4.1				
13	Elevated on fill	6.2	6.3				
14	Open cut	.2	.2				
15	Subway	1.4	1.5				
16	Total	43.2	46.7	77	22	22	41.7
Mode code: CR							
17	At grade, exclusive ROW						
18	At grade, with cross traffic						
19	At grade, mixed/cross traffic						
20	Elevated on structure						
21	Elevated on fill						
22	Open cut						
23	Subway						
24	Total	.0	.0	0			
Mode code: IP Exclusive ROW							
25							
Mode code: CC Exclusive ROW							
26							
Mode code: AG Exclusive ROW							
27							
Non-Rail Modes		Directional Route Miles on Exclusive ROW	Directional Route Miles on Controlled Access ROW	Directional Route Miles on Mixed Traffic ROW			
28	Mode code: MB	1.5	23	4,437.3			24.3
29	TB						
30	FB						
31	TR						
32	OR						

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

Date Prepared/Updated: 10/21/92

Report Year 1992

Form 404
Transit System Employee Work Hours

ID: 9021 Mode: AG
Southern California Rapid Transit District

Labor Classification	Employee Work Hours		Part Time Employees X	Hours for Part Time Employees
	Directly Oper.	Purchased Trans		
	b	c	d	e
501. Labor		<---optional--->		<---optional-->
01 010 Trans. admin. & support		< >		< >
02 030 Revenue veh operation		< >		< >
03 151 Ticketing/fare collectn		< >		< >
04 161 System security		< >		< >
05 041 Vehicle maintenance		< >		< >
06 042 Non-vehicle maintenance		< >		< >
07 160 General administration		< >		< >
08 Total sys. oper. labor hours	0	< >		< >
09 Total sys. cap. labor hours	2,452	< >		< >

Date Prepared/Updated: 11/09/92 Report Year 1992

Diskette Reporting version 92.3

**Form 404
Transit System Employee Work Hours**

ID: 9021 Mode: HR
Southern California Rapid Transit District

Labor Classification	Employee Work Hours		Part Time Employees X	Hours for Part Time Employees
	Directly Oper.	Purchased Trans		
	b	c	d	e
501. Labor	██████████	<---optional--->	██████████	<---optional-->
01 010 Trans. admin. & support		< >		< >
02 030 Revenue veh operation		< >		< >
03 151 Ticketing/fare collectn		< >		< >
04 161 System security		< >		< >
05 041 Vehicle maintenance		< >		< >
06 042 Non-vehicle maintenance		< >		< >
07 160 General administration		< >		< >
08 Total sys. oper. labor hours	0	< >		< >
09 Total sys. cap. labor hours	71,282	< >		< >

Date Prepared/Updated: 11/09/92 Report Year 1992

Diskette Reporting version 92.3

Form 404
Transit System Employee Work Hours

ID: 9021 Mode: LR
Southern California Rapid Transit District

Labor Classification	Employee Work Hours		Part Time Employees X	Hours for Part Time Employees
	Directly Oper.	Purchased Trans		
a	b	c	d	e
501. Labor		<---optional--->		<---optional-->
01 010 Trans. admin. & support	73,826	< >		< >
02 030 Revenue veh operation	131,661	< >		< 1,472 >
03 151 Ticketing/fare collectn		< >		< >
04 161 System security		< >		< >
05 041 Vehicle maintenance	39,133	< >		< >
06 042 Non-vehicle maintenance	21,315	< >		< >
07 160 General administration	0	< >		< >
08 Total sys. oper. labor hours	265,935	< >		< 1,472 >
09 Total sys. cap. labor hours	3,452	< >		< >

Date Prepared/Updated: 11/09/92 Report Year 1992

Diskette Reporting version 92.3

Form 404
Transit System Employee Work Hours

ID: 9021 Mode: MB
Southern California Rapid Transit District

Labor Classification	Employee Work Hours		Part Time Employees X	Hours for Part Time Employees
	Directly Oper.	Purchased Trans		
501. Labor		<---optional--->		<---optional--->
01 010 Trans. admin. & support	1,107,781	< >		< >
02 030 Revenue veh operation	9,144,005	< >		< 756,585 >
03 151 Ticketing/fare collectn	136,983	< >		< >
04 161 System security	444,070	< >		< >
05 041 Vehicle maintenance	3,011,641	< >		< >
06 042 Non-vehicle maintenance	379,545	< >		< >
07 160 General administration	2,239,620	< >		< >
08 Total sys. oper. labor hours	16,463,645	< >		< 756,585 >
09 Total sys. cap. labor hours	198,107	< 0 >		< >

Date Prepared/Updated: 11/09/92 Report Year 1992

Diskette Reporting version 92.3

Form 405
Transit Safety

ID: 9021 Mode: LR
Southern California Rapid Transit District

Items		Incidents	Fatalities	Injuries
Collisions				
01	Collisions with other vehicles	22	2	24
02	Collisions with objects	7	0	0
03	Collisions with people	7	0	7
03a	[attempted/successful suicides]	[0]	[0]	[0]
Non-collisions				
Deraillments				
04	Deraillments/buses going off road	1	0	0
Personal casualties				
05	Inside vehicle	0	0	0
06	Boarding and alighting vehicle	0	0	0
06a	[associated with lifts]	[]	[]	[]
07	In stations/bus stops	0	0	0
07a	[associated with escalators]	[]	[]	[]
Fires (no thresholds)				
08	In vehicles	0	0	0
09	In stations	0	0	0
10	Right of way & others	1	0	0
11	Total	38	2	31
11a	Total patrons		[0]	[10]
12	Transit property damage	\$ 376,329		

Date Prepared/Updated: 10/19/92

Report Year 1992

Diskette Reporting version 92.3

Form 405
Transit Safety

ID: 9021 Mode: MB
Southern California Rapid Transit District

Items		Incidents	Fatalities	Injuries
		b	c	d
Collisions				
01	Collisions with other vehicles	3,181	0	2,939
02	Collisions with objects	220	0	30
03	Collisions with people	42	8	75
03a	[attempted/successful suicides]	[0]	[0]	[0]
Non-collisions				
Deraillments				
04	Deraillments/buses going off road	2	0	1
Personal casualties				
05	Inside vehicle	302	0	396
06	Boarding and alighting vehicle	195	0	246
06a	[associated with lifts]	[13]	[0]	[7]
07	In stations/bus stops	74	0	34
07a	[associated with escalators]	[0]	[0]	[0]
Fires (no thresholds)				
08	In vehicles	6	0	0
09	In stations	0	0	0
10	Right of way & others	0	0	0
11	Total	4,022	8	3,721
11a	Total patrons		[8]	[1,442]
12	Transit property damage	\$ 206,000		

Date Prepared/Updated: 10/19/92

Report Year 1992

Diskette Reporting version 92.3

Form 406
Transit System Service (Non-Rail Modes)

ID: 9021 Mode: MB Service: D0
Southern California Rapid Transit District
(Form 005 included)

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	AM Peak	Midday	PM Peak	Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								1,897
02 Veh available for maximum service								2,429
Limits of service								
03 Time service begins	0600	0930	1400		0000	0000	0000	
04 Time service ends	0930	1400	1830		2400	2400	2400	
Service supplied								
05 Number of veh in operation	1,821	1,260	1,820	1,347	1,821	1,098	867	
06 Total actual veh miles	< 79,476 >	< 62,101 >	< 91,473 >	< 77,433 >	310,483	203,207	163,965	99,560,382
07 Total actual veh hours	< 5,767 >	< 5,313 >	< 7,560 >	< 4,563 >	23,203	15,629	12,370	7,470,136
08 Total actual veh revenue miles	< 67,131 >	< 58,418 >	< 80,557 >	< 53,846 >	259,952	180,257	147,151	84,455,834
09 Total actual veh revenue hours	< 5,265 >	< 5,169 >	< 7,055 >	< 3,633 >	21,122	14,678	11,674	6,847,580
10 Total scheduled veh revenue miles	< 67,713 >	< 58,960 >	< 81,470 >	< 54,279 >	262,422	182,892	149,139	85,340,478
11 Charter service hours								
12 Charter service miles								
13 School bus hours								
14 School bus miles								
Service consumed								
15 Unlinked passenger trips	< 305,629 >	< 320,476 >	< 448,987 >	< 195,004 >	1,270,096	834,084	592,557	402,885,250
16 Passenger miles					4,847,182	3,163,992	2,318,433	1,539,875,290
Service operated (days)					Weekdays	Saturdays	Sundays	Annual Total
17 Days schedules operated.....					256	52	58	366
18 Days not operated due to strikes.....								0
19 Days not operated due to..... officially declared emergencies								0

Date Prepared/Updated: 10/28/92

Report Year 1992

Form 407
Transit System Service (Rail Modes)

ID: 9021 Mode: LR Service: DO
Southern California Rapid Transit District

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								36
02 Veh available for maximum service								54
Limits of service								
03 Time service begins	0500	0900	1500		0405	0405	0405	
04 Time service ends	0900	1500	1900		2335	2335	2335	
Service supplied								
05 Number of trains in operation	18	10	16	9	18	14	14	
06 Number of pass. cars in operation	36	20	33	19	36	28	28	
07 Total actual train miles	< 1,025 >	< 1,010 >	< 1,105 >	< 1,040 >	4,180	4,026	4,034	1,513,404
08 Total actual train revenue miles	< 1,002 >	< 1,005 >	< 1,095 >	< 1,003 >	4,105	3,975	3,984	1,488,652
09 Total actual train hours	< 57 >	< 56 >	< 60 >	< 58 >	231	221	221	83,446
10 Total actual train revenue hours	< 55 >	< 55 >	< 60 >	< 56 >	226	218	218	81,836
11 Total actual pass. car miles	< 2,009 >	< 1,978 >	< 2,165 >	< 2,036 >	8,188	7,884	7,899	2,964,238
12 Total actual pass. car revenue miles	< 1,965 >	< 1,970 >	< 2,146 >	< 1,968 >	8,049	7,795	7,812	2,918,980
13 Total scheduled pass. car rev. miles	< 1,970 >	< 1,975 >	< 2,151 >	< 1,972 >	8,068	7,857	7,841	2,928,750
14 Total actual pass. car hours	< 111 >	< 109 >	< 118 >	< 115 >	453	432	433	163,546
15 Total actual pass. car revenue hours	< 109 >	< 108 >	< 117 >	< 110 >	444	427	427	160,634
Service consumed								
16 Unlinked passenger trips	< 8,929 >	< 10,758 >	< 12,114 >	< 2,441 >	34,242	25,408	21,030	11,308,908
17 Passenger miles					309,548	225,115	187,588	101,830,372
Service operated (days)					Weekdays	Saturdays	Sundays	Annual Total
18 Days schedules operated.....					256	52	58	366
19 Days not operated due to strikes.....								0
20 Days not operated due to officially..... declared emergencies								0

Date Prepared/Updated: 10/22/92

Report Year 1992

Form 408
Revenue Vehicle Inventory

ID: 9021 Mode: LR Service: DO Page: 1
Southern California Rapid Transit District

Line Number	Number of Vehicles in Total Fleet	Veh. Type Code (F3)	Ownership Code	Year of Manuf.	Manuf. Code (F3)	Model Number	Number of Active Vehicles in Fleet	Number of ADA Accessible Vehicles	Emerg. Cont. Veh.	Fuel Type (F3)	Seat Cap.	Stand Cap.	Total Miles on Active Veh. during Period (000)	Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	54	RS	00	1989	SUM	LRV	54	54	0	EP	76	154	3,029,190	108,510	01
02															02
03															03
04															04
05															05
06															06
07															07
08															08
09															09
10															10
11															11
12															12
13															13
14															14
15															15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total	54						54	54	0				3,029,190		Total
25															25

Date Prepared/Updated: 10/19/92

Report Year 1992

Diskette Reporting version 92.3

Form 408
Revenue Vehicle Inventory

ID: 9021 Mode: MB Service: DO Page: 1
Southern California Rapid Transit District

Line Number	Number of Vehicles in Total Fleet	Veh. Type Code (F3)	Owner-ship Code	Year of Manuf.	Manuf. Code (F3)	Model Number	Number of Active Vehicles in Fleet	Number of ADA Accessible Vehicles	Emerg. Cont. Veh.	Fuel Type (F3)	Seat Cap.	Stand Cap.	Total Miles on Active Veh. during Period (000)	Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	38	BA	00	1973	GMC	T8H5307A	38	0	0	DF	51	25	423,600	681,155	01
02	90	BA	00	1987	NEO	AN4403	90	90	0	DF	47	26	4,082,200	218,972	02
03	10	BA	00	1989	FLX	4102	10	10	0	CN	43	21	260,100	36,004	03
04	30	BA	00	1989	TMC	T80206	30	30	0	MT	43	21	927,300	85,951	04
05	267	BA	00	1988	TMC	T80206	267	267	0	DF	43	21	11,546,800	160,181	05
06	103	BA	00	1989	TMC	T80206	103	103	0	DF	43	21	5,437,400	132,168	06
07	150	BA	00	1988	FLX	401026C	150	150	0	DF	42	21	6,791,500	172,217	07
08	64	BA	00	1990	FLX	401026C	64	64	0	DF	46	22	3,176,900	121,802	08
09	71	BA	00	1990	FLX	401026L	71	71	0	DF	44	22	4,296,300	88,343	09
10	33	BA	00	1992	FLX	401026L	33	33	0	DF	44	22	197,100	6,042	10
11	18	BA	00	1974	GMC	T8H5307A	18	0	0	DF	51	25	180,400	587,339	11
12	16	BA	00	1974	GMC	T8H5307A	16	0	0	DF	51	25	185,700	615,213	12
13	413	BA	00	1984	NEO	AN440A	413	413	0	DF	43	21	21,030,600	413,940	13
14	1	BA	00	1984	CBW	CBW300	1	1	0	DF	26	13	18,500	212,307	14
15	1	BA	00	1984	CBW	CBW300	1	1	0	CN	26	13	1,500	188,026	15
16	41	BA	00	1973	FLX	111DDD061	41	0	0	DF	45	22	670,700	771,088	16
17	35	BA	00	1982	GMC	T70604	35	35	0	DF	36	18	1,419,000	419,703	17
18	102	BA	00	1980	FLX	87053108V1	102	102	0	DF	46	23	3,705,100	462,447	18
19	928	BA	00	1981	GMC	T80204	928	928	0	DF	43	21	36,070,400	512,780	19
20	18	BA	00	1981	NEO	N1223	18	0	0	DF	82	41	277,600	165,772	20
21	11	BA	LR	1992	NEO	JE40102	11	11	0	DF	45	22	50,700	4,609	21
22															22
23															23
24															24
Total	2,440						2,440	2,309	0				00,749,400		Total
25															25

Date Prepared/Updated: 10/20/92

Report Year 1992

Diskette Reporting version 92.3

Form 901
Section 9 Statistics

ID: 9021 Mode: LR
Southern California Rapid Transit District

	c	d	e	f	g	h	i	j
	Annual Total	Non-UZA	UZA	UZA	UZA	UZA	UZA	UZA
01 UZA number			2					
Non-fixed guideway								
02 Actual vehicle revenue miles	0							
03 Passenger miles	0							
04 Operating expense (rptng agency)	0							
Fixed guideway								
05 Fixed guideway dir. route miles	41.7		41.7					
06 Actual vehicle revenue miles	2,918,980		2,918,980					
07 Passenger miles	101,830,372		101,830,372					
08 Operating expense (rptng agency)	41,187,530		41,187,530					
09 Enter commencement date of rev. service on first fixed guideway segment	Month/Day/Year 08/01/90							

Date Prepared/Updated: 10/22/92

Report Year 1992

Diskette Reporting version 92.3

Form 901
Section 9 Statistics

ID: 9021 Mode: MB
Southern California Rapid Transit District
(Form 005 included)

	c Annual Total	d Non-UZA	e UZA	f UZA	g UZA	h UZA	i UZA	j UZA
01 UZA number			2	63				
Non-fixed guideway								
02 Actual vehicle revenue miles	82,584,435	0	82,479,987	104,448				
03 Passenger miles	1,505,754,271	0	1,504,255,391	1,498,880				
04 Operating expense (rptng agency)	584,457,611	0	583,718,423	739,188				
Fixed guideway								
05 Fixed guideway dir. route miles	24.3	0	24.3					
06 Actual vehicle revenue miles	1,871,399		1,871,399					
07 Passenger miles	34,121,019		34,121,019					
08 Operating expense (rptng agency)	13,244,053		13,244,053					
09 Enter commencement date of rev. service on first fixed guideway segment	Month/Day/Year / /							

Date Prepared/Updated: 10/28/92

Report Year 1992

Diskette Reporting version 92.3

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

FEDERAL TRANSIT ADMINISTRATION SECTION 9 REPORT

For The Year Ended June 30, 1992



REPORT OF INDEPENDENT ACCOUNTANTS

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 Federal Transit Administration ("FTA").

FTA has established the following standards with regard to the data reported to it in the Section 9 Statistics Summary, Form 901, 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 FTA review and audit for a minimum of 3 years following FTA's receipt of the Section 15 Report. The data are fully documented and securely stored.
- A system of internal controls is in place to 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 FTA or have been approved by FTA and/or a statistical expert as being equivalent in assuring quality and precision. The collection methods documented are being followed.
- The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual vehicle revenue miles data, appear to be accurate.
- Data are consistent with prior reporting periods and other facts known about District operations.

We have applied certain agreed-upon procedures as documented below to the data contained in the accompanying Section 9 Statistics Summary, Form 901, for the fiscal year ended June 30, 1992. These procedures, which were agreed to and specified by FTA in the 1992 Reporting Manual and Sample Forms and were agreed to by the District, were performed solely 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 901 (Section 9 Statistics Summary) for the fiscal year ended June 30, 1992 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 FTA, and is not to be referred to or distributed for any purpose to anyone who is not a member of management, the Board of Directors of the District, or FTA.

The procedures described below, which are referenced in order to correspond to the Reporting Manual procedures, were applied separately to each of the information systems used to develop the reported vehicle revenue miles, fixed guideway directional route miles, passenger miles, and operating expenses of the District for the fiscal year ended June 30, 1992, for each of the following modes:

Motorbus (directly operated)
Rail (directly operated)

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

- a. We obtained from Mr. Keith Killough, Planning Manager, 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 a., above, with Mr. Killough. We inquired of Mr. Killough 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. Killough 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. Killough concerning the retention policy that is followed by the District with respect to source documents supporting the Section 15 data reported on Form

901. Mr. Killough informed us that source documents would be retained for at least three years following FTA's acknowledged receipt of the Section 15 Report.

We located and observed the source documents supporting the Section 15 data reported on Form 901 for the years ended June 30, 1992, June 30, 1991, and June 30, 1990, 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 procedure c., 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 the motorbus and on/off surveys for the rail mode. For vehicle revenue miles, the source document is the file containing Basic Operating Schedules for both motorbus and rail mode.

For the motorbus, we selected the months of September 1991, January 1992 and May 1992, and observed that each type of source document exists for each of these periods. For the rail mode, we selected the months of December 1991, January 1992 and June 1992, 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. Killough. 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. Killough that all source documents and data summaries are reviewed for completeness and reasonableness by personnel either in the Planning Department or Scheduling Department (Reporting Manual Section 9 Test "e").
- f. We reviewed source documents and data summaries and noted that such reviews as indicated in step e are documented as being completed (Reporting Manual Section 9 Test "f").
- g. We obtained the worksheets utilized by the District to prepare the final data which are transcribed onto Form 901, Section 9 Statistics Summary. We compared the periodic data included on the worksheets to the periodic summaries prepared by the 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. Killough. We were informed that passenger mile data was accumulated as follows: For the motorbus, "The District utilizes sampling and estimation procedures that are an alternative to the three sampling procedures suggested by FTA. The District has received correspondence from FTA which allows for self-certification of passenger mile data based on certification that required statistical levels are met." We were informed by Mr. Killough that the sampling methodology and estimation procedures were reviewed by Multisystems, Inc., together with Northeastern University, and were found to yield unbiased estimates whose accuracy exceeds FTA's accuracy standard of $\pm 10\%$ precision at a 95% confidence level; in fact, the sample size is so large that, combined with the revenue-based estimation used, the precision at the 95% confidence level is below 2%. The rail uses a sampling methodology and estimation procedures that have been reviewed by a qualified statistician (Mr. Ashok Kumar, SCRTD Scheduling and Operations Planning Department) and were found to yield unbiased estimates whose accuracy meets the 10% precision and 95% confidence level accuracy standard (Reporting Manual Section 9 Test "h").
- i. We discussed with Mr. Killough the eligibility of the District to conduct statistical sampling for passenger mile data every third year under the guidelines promulgated by FTA in Title 49 CFR Part 630, and he informed us that the 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 for calculating passenger mile data from Mr. Killough. We reviewed the procedures used to select the actual sample of runs for recording passenger boardings used to prepare the sample of runs from the total population of runs. We reviewed the methodology used to randomly select specific runs from the universe. We reviewed the procedure used to replace a missed sample run with a randomly selected replacement sample run. We noted no exceptions to the stated sampling procedure (Reporting Manual Section 9 Test "j").
- k. We selected a random sample of the source documents used for accumulating passenger mile data and reviewed the selected documents to determine if all required data were recorded and if computations were accurately performed. Our sample consisted of seven percent of the fare surveys conducted and

eleven percent of the ride checks conducted. For the rail mode, our sample consisted of 25% of on/off surveys 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").

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

We were informed by Mr. Killough 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 June 30, 1992 (Reporting Manual Section 9 Test "l").

- m. We obtained a copy of the District's procedures for accumulating and reporting vehicle revenue mile data and discussed them with Mr. Killough. We were informed by Mr. Killough that the District calculates vehicle revenue miles by aggregating the revenue service distances traveled by the District's bus lines as documented in each line's Basic Operating Schedule. The aggregate amount is reduced by non-revenue service miles such as missed trips and maintenance runs. We selected a random sample of five 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. Killough.

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

We reviewed the District's vehicle revenue miles calculation noting that extra service is documented on pink letters which are summarized and added to the Basic Operating Schedule. However, service cancellations are not recorded on pink letters and deducted from the data. In addition, maintenance runs, which are part of non-revenue service

mileage, were not calculated in 1992. (See finding at page 10.)

We also discussed the exclusion of the locomotive miles from the rail mode. We were informed by Mr. Killough that there are no locomotive miles included with the rail mode. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that there were any locomotive miles included with the rail mode.

- o. We discussed the District's procedures for accumulating and reporting fixed guideway directional route miles with Mr. Killough. He informed us that the District's motorbus service meets the FTA's definition of fixed guideway service contained in FTA Circular C 9030.1A, "Section 9 Formula Grant Application Instructions," Appendix C, pages 11-13, in that the service is motorbus service operating over exclusive and controlled access rights of way and access is restricted, there is a legitimate need for restricted access, as demonstrated by peak periods level of service traffic condition F on parallel adjacent highway, and restricted access is enforced. He also informed us that the rail mode meets FTA's definition of fixed guideway service as the cars operate over a rail, which is a fixed guideway (Reporting Manual Section 9 Test "o").
- p. We discussed the measurement of fixed guideway directional route miles with Mr. Killough. We were informed that fixed guideway directional route mileage is computed in accordance with FTA's definitions of fixed guideway and directional route miles contained in FTA Circular C 9030.1A, "Section 9 Formula Grant Application Instructions," Appendix C, pages 11-13.

We inquired whether there were any service changes during the year that resulted in an increase or decrease in vehicle revenue miles operated on a fixed guideway. We were informed that the motorbus had service changes that resulted in a decrease in vehicle revenue miles operated on the fixed guideway due to the transfer of service to the Foothill Transit Zone and civil disturbances in the Los Angeles area (see item "w"). The motorbus-decreased vehicle revenue miles was due to the transfer of service to Foothill Transit Zone and civil disturbances (see test "w"). The rail mode, which was put in service in July 1990, increased total vehicle revenue miles during the year ended June 30, 1992 due to the opening of the full length of the fixed guideway and expanded service hours.

- 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 901, Section 9 Statistics Summary (Reporting Manual Section 9 Test "q").

- r. We inquired of Mr. Killough whether other public transit agencies operate service over the same fixed guideways 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 guideways under the name Foothill Transit; and that the City of Los Angeles Department of Transportation ("LADOT") operated service over the same fixed guideways. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that any other public transit agency operated service over the same fixed guideways as the District (Reporting Manual Section 9 Test "r").
- s. We agreed Operating Expenses as reported on Section 15 Form 901, "Section 9 Statistics Summary," to operating expenses reported on the District's financial statements, on which we rendered our report dated October 6, 1992, 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. Killough 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 (Reporting 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. Killough 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 (for motorbus and rail modes) and Oxnard-Ventura-Thousand Oaks (for motorbus only) urbanized areas. We obtained the procedures for allocation of statistics between urbanized areas. We obtained and reviewed the worksheets 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. We noted that three motorbus lines that serve the Los Angeles-Long Beach urbanized areas were lost in fiscal year 1992 and assumed by the Foothill Transit Zone (Reporting Manual Section 9 Test "w").

- x. We compared the data reported on Form 901, Section 9 Statistics Summary, for the year ended June 30, 1992 to comparable data reported for the year ended June 30, 1991, and calculated the percentage change from the prior year to the current year.

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

Fixed guideway passenger miles have decreased 47.16% for motorbus and increased 64.5% for rail. Fixed guideway operating expenses for motorbus and rail have increased by 1.9% and 8.8%, respectively. We inquired of Mr. Killough regarding the specifics of operations that led to the changes in the data relative to the prior reporting period. He indicated that, in the case of fixed guideway passenger miles, the decrease for motorbus was the result of lost motorbus lines, as described in "w," and the increase for rail was the result of increased service hours and increase in ridership as the rail became a more popular mode of transportation. He also indicated that the increase in fixed guideway operating expenses did not correspond with the fluctuation in fixed guideway passenger miles because a new methodology was specified for calculating operating expense under the FY92 FTA requirements for Section 15 Requirements. His explanation appeared reasonable and consistent with other information we obtained in performing the procedures referred to in this report (Reporting Manual Section 9 Test "x").

Because the above procedures do not constitute an audit conducted in accordance with generally accepted auditing standards, we do not express an opinion on Form 901, Section 9 Statistics Summary.

In connection with the procedures referred to above, 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 901 (Section 9 Statistics Summary) for the year ended June 30, 1992 is not presented in conformity with the requirements of the Federal Transit 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, or had we conducted an audit in accordance with generally accepted auditing standards, 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 financial statements or its internal control structure taken as a whole, or the forms in the District's Section 15 Report other than Form 901, Section 9 Statistics Summary, for any date or period.

Coopers & Lybrand

Los Angeles, California
October 6, 1992

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

Finding

Description

n

There is no evidence that the rail mode lost service mileage is calculated for unforeseen occurrences other than the civil disturbances.