

**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

**SECTION 15 REPORT
FISCAL YEAR 1993**



4130 4942



Los Angeles County
Metropolitan
Transportation
Authority

425 South Main Street
Los Angeles, CA
90013-1393

213.972.6000

July 1, 1994

Federal Transit Administration
Office of Capital and Formula Assistance
Audit Review and Analysis Division
P.O. Box 61126
Washington, DC 20039-1126

Re: FY 1993 Section 15 Report

Gentlemen:

Attached is our FY 1993 Section 15 Report with the Chief Executive Officer (CEO) Certification and the Independent Auditor's Section 9 Report.

If you need additional information, please contact me at (213) 972-6840.

Sincerely,

A handwritten signature in black ink that reads "Michael E. Butler". The signature is written in a cursive style.

Michael E. Butler
Interim Director of Accounting

Attachments



June 30, 1994

Los Angeles County
Metropolitan
Transportation
Authority

818 West Seventh Street
Suite 300
Los Angeles, CA 90017

213.623.1194

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

Re: Chief Executive Officer (CEO) Certification

Dear Sirs:

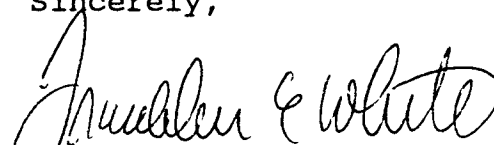
I hereby certify to the following concerning the financial and non-financial/operating data submitted in the Los Angeles County Metropolitan Transportation Authority Section 15 Report for its fiscal year ending June 30, 1993:

1. The financial and non-financial/operating data (1) are accurate and truthful records of the financial transactions and operations of the Los Angeles County Metropolitan Transportation Authority and (2) conform in all material respects with the accounting and definitional requirements of the Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System.
2. The verifications below pertain to each data item to be used in the Section 9 formula allocation. (These data 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 for the bus, light rail & heavy rail modes in accordance with FTA definitions; that the correct data are being measured (e.g., vehicle revenue miles as opposed to total vehicle miles) and that no systematic errors exist (i.e., all data are recorded);
 - b. that a system is in place to record data for the above transportation modes on a continuing basis and that data gathering is an on-going effort;
 - c. that source documents are available to support the reported data for the above transportation modes and are maintained for a minimum of three years and that data are fully documented and securely stored;

- d. that for the above transportation modes, 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 for the above transportation modes are those suggested by FTA or equivalent: that FTA standards for precision and accuracy have been satisfied in that the sampling technique has either been approved by FTA or, in advance of the FTA approval, by a statistical expert serving the agency and confirmation that the collection methods documented are being followed; and
 - f. that the data for the above transportation modes 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 Los Angeles County Metropolitan Transportation Authority 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.
 4. The Fiscal Year 1993 passenger mile data for heavy rail contained in this report were collected and estimated using an alternative sampling procedure determined to meet the 95 percent confidence and 10 percent precision levels by a qualified statistician.
 5. The Fiscal Year 1993 passenger mile data for light rail contained in this report were collected and estimated using an alternative sampling procedure determined to meet the 95 percent confidence and 10 percent precision levels by a qualified statistician.

6. The Fiscal Year 1993 passenger mile data for motorbus contained in this report were collected and estimated using an alternative sampling procedure determined to meet the 95 percent confidence and 10 percent precision levels by a qualified statistician.

Sincerely,



Franklin E. White
Chief Executive Officer

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

FEDERAL TRANSIT ADMINISTRATION SECTION 9 REPORT
For The Year Ended June 30, 1993

REPORT OF INDEPENDENT ACCOUNTANTS

The Board of Directors
Los Angeles County Metropolitan
Transportation Authority

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

On June 10, 1992, the joint boards of the Los Angeles County Transportation Commission and the Southern California Rapid Transit District adopted legislation which merged the two entities, creating the Los Angeles County Metropolitan Transportation Authority as the successor to those agencies.

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

- A system is in place and maintained for recording data in accordance with Section 15 definitions. The correct data are being measured and no systematic errors exist.
- A system is in place to record data on a continuing basis and the data gathering is an ongoing effort.
- Source documents are available to support the reported data and are maintained for FTA review and audit for a minimum of 3 years following FTA's receipt of the Section 15 Report. The data are fully documented and securely stored.
- A system of internal controls is in place to ensure the accuracy of the data collection process and recording system and reported documents are not altered. Documents are reviewed and signed by a supervisor, as required.
- The data collection methods are those suggested by FTA or have been approved by FTA and/or a statistical expert as being equivalent in assuring quality and precision. The collection methods documented are being followed.

- The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual vehicle revenue miles data, appear to be accurate.
- Data are consistent with prior reporting periods and other facts known about the MTA's operations.

We have applied certain agreed-upon procedures as documented below to the data contained in the accompanying Section 9 Statistics Summary, Form 901, for the fiscal year ended June 30, 1993. These procedures, which were agreed to and specified by FTA in the 1993 Reporting Manual and Sample Forms and were agreed to by the MTA, were performed solely to assist you in evaluating whether the MTA complied with the standards described in the 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, 1993 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 MTA, or FTA.

The procedures described below, which are referenced in order to correspond to the Reporting Manual procedures, were applied separately to each of the information systems used to develop the reported vehicle revenue miles, fixed guideway directional route miles, passenger miles, and operating expenses of the MTA for the fiscal year ended June 30, 1993, 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. Michael Gurantz, Planning Supervisor, and read a copy of, the MTA's written procedures related to the system for reporting and maintaining data in accordance with the Section 15 requirements and definitions set forth in Title 49 CFR Part 630 (Reporting Manual Section 9 Test "a").
- b. We discussed the procedures referenced in paragraph a., above, with Mr. Gurantz. We inquired of Mr. Gurantz whether the MTA followed such procedures on a continuous basis and whether he believed such procedures result in accumulation and reporting of data consistent with the Section 15 definitions and requirements set forth in Title 49 CFR Part 630. We were informed by Mr. Gurantz that, to the best of his knowledge, the MTA has followed such procedures on a continuous basis and that they result in the accumulation

and reporting of data consistent with the Section 15 definitions and requirements set forth in Title 49 CFR Part 630 (Reporting Manual Section 9 Test "b").

- c. We inquired of Mr. Gurantz concerning the retention policy that is followed by the MTA with respect to source documents supporting the Section 15 data reported on Form 901. Mr. Gurantz informed us that source documents would be retained for at least three years following FTA's acknowledged receipt of the Section 15 Report.

We located and observed the source documents supporting the Section 15 data reported on Form 901 for the years ended June 30, 1993, June 30, 1992, and June 30, 1991, and found them properly retained (Reporting Manual Section 9 Test "c").

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

Statistical data files maintained on the MTA's on-line IBM system. With respect to passenger miles, the source documents are files containing data from Ride Checks and Fare Surveys for the motorbus and on/off surveys for the rail mode. For vehicle revenue miles, the source document is the file containing Basic Operating Schedules for both motorbus and rail mode.

For the motorbus, we selected the months of November 1992, February 1993 and May 1993, and observed that each type of source document exists for each of these periods. For the rail mode, we selected the months of November 1992, February 1993 and May 1993, and observed that each type of source document exists for each of these periods (Reporting Manual Section 9 Test "d").

- e. We discussed the MTA's system of internal controls with Mr. Gurantz. We inquired whether individuals, independent of the individuals preparing the source documents and posting the data summaries, reviewed the source documents and data summaries for completeness, accuracy, and reasonableness and how often such reviews are performed. We were informed by Mr. Gurantz that all source documents and data summaries are reviewed for completeness and reasonableness by personnel either in the Planning Department or Scheduling Department (Reporting Manual Section 9 Test "e").
- f. We reviewed source documents and data summaries and noted that such reviews as indicated in step are documented as being completed (Reporting Manual Section 9 Test "f").

- g. We obtained the worksheets utilized by the MTA to prepare the final data which are transcribed onto Form 901, Section 9 Statistics Summary. We compared the periodic data included on the worksheets to the periodic summaries prepared by the MTA and proved the arithmetic accuracy of the summarizations. We noted no deviations (Reporting Manual Section 9 Test "g").
- h. We discussed the MTA's procedures for accumulating and recording passenger mile data in accordance with Section 15 requirements with Mr. Gurantz. We were informed that passenger mile data was accumulated as follows: For the motorbus, "The MTA utilizes sampling and estimation procedures that are an alternative to the three sampling procedures suggested by FTA. The MTA has received correspondence from FTA which allows for self-certification of passenger mile data based on certification that required statistical levels are met." We were informed by Mr. Gurantz that the sampling methodology and estimation procedures were reviewed by Multisystems, Inc., together with Northeastern University, and were found to yield unbiased estimates whose accuracy exceeds FTA's accuracy standard of $\pm 10\%$ precision at a 95% confidence level; in fact, the sample size is so large that, combined with the revenue-based estimation used, the precision at the 95% confidence level is below 2%. The rail uses a sampling methodology and estimation procedures that have been reviewed by a qualified statistician (Mr. Ashok Kumar, MTA 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. Gurantz the eligibility of the MTA to conduct statistical sampling for passenger mile data every third year under the guidelines promulgated by FTA in Title 49 CFR Part 630, and he informed us that the MTA is not eligible to conduct statistical sampling for passenger mile data every third year because it meets none of the criteria necessary for it to qualify for such treatment (Reporting Manual Section 9 Test "i").
- j. We obtained a copy of the sampling procedures for the estimation of passenger mile data used by the MTA and a copy of the MTA's methodology for calculating passenger mile data from Mr. Gurantz. We reviewed the procedures used to select the actual sample of runs for recording passenger boardings used to prepare the sample of runs from the total population of runs. We reviewed the methodology used to randomly select specific runs from the universe. We reviewed the procedure used to replace a missed sample run with a randomly selected replacement sample run. We noted no exceptions to the stated sampling procedure (Reporting Manual Section 9 Test "j").

- k. We selected a random sample of the source documents used for accumulating passenger mile data and reviewed the selected documents to determine if all required data were recorded and if computations were accurately performed. Our sample consisted of eight percent of the fare surveys conducted and five percent of the ride checks conducted. For the rail mode, our sample consisted of 25% of on/off surveys conducted.

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

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

We were informed by Mr. Gurantz that the MTA does not operate charter bus and/or school bus service. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that the MTA operated charter bus and/or school bus service during the year ended June 30, 1993 (Reporting Manual Section 9 Test "l").

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

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

We reviewed the MTA's vehicle revenue miles calculation noting that extra service is documented on pink letters which are summarized and added to the Basic Operating Schedule. Service cancellations are recorded on pink letters and deducted from the data.

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

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

We inquired whether there were any service changes during the year that resulted in an increase or decrease in vehicle revenue miles operated on a fixed guideway. The Red Line rail mode, which was put in service in January 1993, increased total vehicle revenue miles during the year ended June 30, 1993, due to the opening of the first segment of the fixed guideway and expanded service hours (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 MTA's Section 15 Form 901, Section 9 Statistics Summary (Reporting Manual Section 9 Test "q").

- r. We inquired of Mr. Gurantz whether other public transit agencies operate service over the same fixed guideways as the MTA. We were informed that Embree-Mark IV, under a contract from the County of Los Angeles, operated service over the same fixed guideways under the name Foothill Transit; and that the City of Los Angeles Department of Transportation ("LADOT") operated service over the same fixed guideways. In connection with performing the procedures referred to in this report, nothing came to our attention that caused us to believe that any other public transit agency operated service over the same fixed guideways as the MTA (Reporting Manual Section 9 Test "r").
- s. We agreed Operating Expenses as reported on Section 15 Form 901, "Section 9 Statistics Summary," to operating expenses reported on the MTA's financial statements, on which we rendered our report dated November 22, 1993, 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. Gurantz whether the MTA contracts for transportation service. We were informed that the MTA 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 MTA contracts for transportation service (Reporting Manual Section 9 Test "t").
- u. As noted in step "t", the MTA 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 MTA 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. Gurantz if the MTA provides service in more than one urbanized area, or an urbanized area and a non-urbanized area. We were informed that the MTA serves the Los Angeles-Long Beach (for motorbus and rail modes) and Oxnard-Ventura-Thousand Oaks (for motorbus only) urbanized areas. We obtained the procedures for allocation of statistics between urbanized areas. We obtained and reviewed the worksheets and route maps and urbanized area boundaries used for allocating the statistics. The procedures utilized by the MTA 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 901, Section 9 Statistics Summary, for th year ended June 30, 1993 to comparable data reported for the year ended June 30, 1992, and calculated the percentage change from the prior year to the current year.

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

Fixed guideway passenger miles have increased 7.3% for rail. Fixed guideway operating expenses for motorbus and rail have increased by 1.9% and 8.8%, respectively. We inquired of Mr. Gurantz regarding the specifics of operations that led to the changes in the data relative to the prior reporting period. He indicated that, in the case of fixed guideway passenger miles, the increase for rail was the result of increased service hours and increase in ridership as a result of the addition of the Red Line (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 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, 1993 is not presented in conformity with th 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 MTA's financial statements or its internal control structure taken as a whole, or the forms in the MTA's Section 15 Report other than Form 901, Section 9 Statistics Summary, for any date or period.

Coopers & Lybrand

Los Angeles, California
November 22, 1993

Form 001
Transit System Identification

ID: 9021
Los Angeles County Metropolitan Transportation Authority (LACMTA)
(Form 005 included)

Fiscal Year Ending 6/30/93 (MM/DD/YY)									
1. Transit system identification information									
Transit system name	Los Angeles County Metropolitan Transportation Authority (LACMTA)								
Street mailing address	425 South Main Street								
City Los Angeles	State CA Zip Code 90013								
2. Chief Executive Officer information									
CEO name	Mr. Franklin E. White								
Title	Chief Executive Officer								
Street mailing address	818 West Seventh Street								
City Los Angeles	State CA Zip Code 90017								
Telephone (213)244-7400 ext.	FAX								
3. Person to be contacted regarding this report									
Name	Mr. Michael E. Butler								
Title	Accounting Director								
Street	425 South Main Street								
City Los Angeles	State CA Zip Code 90013								
Telephone (213)972-6840 ext.	FAX (213)972-6837								
4. Demographic information									
UZAs served: Primary	2	Others	63	0	0	0	0	0	0
Non-UZAs served (Press F3):									
Service area information: Square miles		1,433	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 MO PB TB TR VP OR									
Directly Operated				X			X	X	
Purchased Transp.									

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 005
Supplemental Information

Form: 001 Transit System Identification

ID: 9021

ID Name: Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject: Other

THE NEW LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY:

The Southern California Rapid Transit District (ID# 9021) and the Los Angeles County Transportation Commission (ID# 9077) were merged into a single organization effective April 1, 1993.

For purposes of Fiscal Year 1993, we are submitting two separate Section 15 reports.

This report covers the operations of the former Southern California Rapid Transit District.

AUDITED SECTION 15 REPORT:

This is LACMTA's audited Section 15 report. This supersedes the report submitted on November 24, 1993.

Form 005
Supplemental Information

Form: 001 Transit System Identification

ID: 9021

ID Name: Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject: Major service start-up

During fiscal year 1993, service started on the Heavy Rail mode (called Metro Red Line). The current service (MOS Segment 1) goes from Union Station in downtown Los Angeles to McArthur Park at Wilshire Boulevard and Alvarado Street (just west of downtown) for a total of 4.4 miles. Service is provided from 5:00 am to 9:00 pm.

MOS-2 is a 13.2 mile project extending the Red Line from McArthur Park into Hollywood Street. It is expected to be completed in 1998.

MOS-3 is a 11.6 mile project with three branches. The three branches include: the North Hollywood branch, the East Los Angeles branch and the Mid-City branch. The planned opening date for this project is the year 2000.

Form 005
Supplemental Information

Form: 001 Transit System Identification

ID: 9021

ID Name: Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject: Major new equipment or facilities

The Authority is constructing an automated guideway system called the Metro Green Line. It is scheduled for completion in 1995. The Metro Green Line is a 19.5 mile line linking the El Segundo employment area near the Los Angeles International Airport to the City of Norwalk and other communities.

Form 002
Contractual Relationship Identification

ID: 9021 Page: 6
Los Angeles County Metropolitan Transportation Authority (LACMTA)

1. Contractual relationship (Press F3 to see list)

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

CITY OF LOS ANGELES

9147

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

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

A. Cash reimbursement of some or all of seller's operating deficit.
 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	9		
4. Contract expenditures by buyer	685,404		
5. Revenues retained by seller	81,107		
6. Other costs incurred by buyer	0		
7. Revenues returned to the buyer	0		

Date Prepared/Updated: 07/01/94

Form 103
Capital Funding

ID: 9021
Los Angeles County Metropolitan Transportation Authority (LACMTA)
(Form 005 included)

Capital Funds Applied to Transit System					
a	b	c	d		
Part A. Federal Government					
I. Funds received from FTA					
01	Section 3 funds			44,319,793	
02	Section 9 funds			19,263,580	
03	Other FTA funds			4,858,565	
04	Total FTA funds			68,441,938	
05	II. Funds received from other U.S. DOT grant programs				
06	III. Other Federal funding				
07	Total Federal assistance			68,441,938	
Part B. State & local sources					
I. Funds allocated to transit out of general revenues of the government entity					
08		State Funds	Local Funds	Directly Generated Funds	
II. Funds dedicated to transit at their source					
Dedicated taxes:					
09	1. Income taxes				
10	2. Sales taxes		-20,175,720		
11	3. Property taxes			14,346,141	
12	4. Gasoline taxes	18,801,307			
13	5. Other taxes				
14	Bridge, tunnel & hwy tolls				
15	Other dedicated funds		59,488,111	82,937,686	
16	III. Other funds				
17	Total State, local, & directly generated funding	18,801,307	39,312,391	97,283,827	
Uses of Capital Funds					
	Mode	Rolling Stock	Facilities	Other	Total
18	AG		389,754	35,758	425,512
19	CC				0
20	CR				0
21	DR				0
22	FB				0
23	HR	87,010,081		25,528,629	112,538,710
24	IP				0
25	JT				0
26	LR			-5	-5
27	MB - NF	73,342,906	23,955,820	13,576,520	110,875,246
28	MB - FG				0
29	MO				0
30	PB				0
31	TB				0
32	TR				0
33	VP				0
34	OR				0
35	Total expenditures	160,352,987	24,345,574	39,140,902	223,839,463

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 005
Supplemental Information

Form: 103 Capital Funding

ID: 9021

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

OTHER FUNDING SOURCES (FORM 103):

PART A. FEDERAL GOVERNMENT:

Other FTA Funds, line 3	
Section 5 Grants	\$ 2,875,077
Section 26 Grants	1,982,547
Section 23 Grants	941

Total	\$ 4,858,565
	=====

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 the Benefit Assessment District	\$ 14,346,141
	=====

Item III. Other Funds, line 16
col. c:

Air Resources Board	\$ 602,509
City of Los Angeles	70,957,355
Local & Private Contributors (adjustment of prior year)	(10,913,551)
Amort of PY contributed capital	(1,158,202)

Total	\$ 59,488,111
	=====

Item III. Other Funds, line 16
col. d (directly generated):

Proceeds of COPS issued	\$ 81,692,740
Write off of Contributed capital	1,158,202
Various - net	86,744

Total	\$ 82,937,686
	=====

Form 203
Operating Funding (Page 1)

ID: 9021
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Operating Funds Applied to Transit System - page 1		b
Part A. Directly generated funds		Funds
	I. Passenger fares	<-----optional----->
01	1. Full adult fares	< >
02	2. Senior citizen fares	< >
03	3. Student fares	< >
04	6. Park and ride - parking revenue only	< >
05	5. Special ride fares	< >
06	Total passenger fares for directly operated service	\$ 200,922,924
07	II. Special transit fares	1,367,379
08	III. School bus service funds	0
09	IV. Freight tariffs	0
10	V. Charter service funds	0
11	VI. Auxilliary transportation funds	4,780,500
	VII. Non-transportation funds	<-----optional----->
12	1. Investment income	< 10,890,736 >
13	2. Other non-transportation funds	< 3,483,917 >
14	Total non-transportation funds	14,374,653
	VIII. Funds dedicated to transit at their source	
	Dedicated taxes	
15	1. Income taxes	0
16	2. Sales taxes	0
17	3. Property taxes	0
18	4. Gasoline taxes	0
19	5. Other taxes	0
20	Bridge, tunnel and highway tolls	0
21	Other dedicated funds	0
	IX. Revenue accrued through a purchased transportation agreement	685,404
22		
23	X. Fare revenue returned by seller (contractor)	0
	XI. Contributed services	
24	1. State and local government	0
25	2. Contra account for expense	(0)
26	Net contributed services	-0-
27	XII. Subsidy from other sectors of operations	0
28	Total directly generated funds	\$ 222,130,860

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 203
Operating Funding (Page 2)

ID: 9021
Los Angeles County Metropolitan Transportation Authority (LACMTA)
(Form 005 included)

Operating Funds Applied to Transit System - page 2		
Total directly generated funds (from page 1)		222,130,860
Part B. Federal Government		Funds
29	I. Funds from FTA Section 9 program	45,529,274
30	II. Funds from other Federal programs	89,205
31	Total Federal assistance	\$ 45,618,479
Part C. State and local government		State Funds Local Funds
32	I. Funds allocated to transit out of the general revenues of the government entity.	0 0
	II. Funds dedicated to transit at their source	
	Dedicated taxes	
33	1. Income taxes	0 0
34	2. Sales taxes	0 375,616,574
35	3. Property taxes	0 0
36	4. Gasoline taxes	7,570,935 0
37	5. Other taxes	867,498 10,136,964
38	Bridge, tunnel and hghwy toll	0 0
39	Other dedicated funds	0 0
40	III. Other funds	
41	Total State and local assistance	\$ 8,438,433 \$ 385,753,538
42	Total operating funds applied to transit system	\$ 661,941,310
Part D. Passenger fares for directly operated transit service		Funds
		Mode < ---optional--->
43		b
44		MB < 194,581,392>
45		LR < 6,107,449>
46		HR < 234,083>
47		< >
48		< >
49		< >
50		< >

Date Prepared/Updated: 07/01/94

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Form 005
Supplemental Information

Form: 203 Operating Funding (Page 2)

ID: 9021

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

PART B. FEDERAL GOVERNMENT

II. Funds from other Federal programs:

Section 6 Grants	\$	17,157
Section 8 Grants		25,873
Section 10 Grants		13,743
Various		32,432

Total	\$	89,205
		=====

PART C. STATE GOVERNMENT (line 37, col c)

II. Funds dedicated to transit at their source:

State of California-Disaster Assistance	\$	867,498
		=====

PART C. LOCAL (line 37, col d)

II. Funds dedicated to transit at their source:

County of Los Angeles - Hollywood Bowl Program	\$	889,659
County of Los Angeles - Buydown Program		372,645
City of Los Angeles - Buydown Program		5,302,900
County of Los Angeles - Disaster Recovery Prog.		1,500,000
County of Los Angeles - Line 204 Security Prog.		1,014,314
Others - (including cooperative agreements with local municipalities)		1,057,446

Total	\$	10,136,964
		=====

MTA had an Agreement with the County of Los Angeles to increase the level of bus service on Line 434 by adding two buses per day in order to increase frequency to 30 minute headways on the existing route south of Trancas Canyon and extend service trips on a 30 minute headway from Trancas Canyon to Leo Carrillo State Beach.

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

(PLEASE REFER TO FORM 005 FOR FORM 203 - OTHERS FOR CONTINUATION)

Form 005
Supplemental Information

Form: 203 Operating Funding (Page 2)

ID: 9021

ID Name: Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject: Other

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

MTA had two Agreements with the County of Los Angeles and the Los Angeles Philharmonic Association and the other with the Los Angeles Philhamonic Association to provide service to the Hollywood Bowl for the 1993 summer season. Under these Agreements the MTA provided service from various Park/Ride lots to the Hollywood Bowl. The data that is requested at thim time (Form 406) is unavailable, due to the given time constraints. However, should the information be needed at a later date, and given more time it could be compiled. For FY1994, the data will be compiled throughout the term of the Agreements and will be available for the FY 1994 Section 15 Report.

MTA had a Cooperative Service Agreement with OMNITRANS to provide bus service in San Bernardino County on MTA Line 484, 497, and 694. The term of the Agreement was from July 1, 1992, through June 30, 1993. Under the terms of the Agreement, Omnitrans payed for the provision of specific services on the above line on a cost per mile basis.

Form 301
Operating Expenses Summary

ID: 9021
Los Angeles County Metropolitan Transportation Authority (LACMTA)

a	Expense Object Class	Function				f Total Expense for Period
		b Vehicle Operations 010	c Vehicle Maintenance 041	d Non-Vehicle Maintenance 042	e General Administration 160	
501.	Labor					
01	01 Operator salaries/wages	167,674,429	0	0	0	167,674,429
02	02 Other salaries & wages	48,203,690	73,541,052	16,771,108	34,340,269	172,856,119
03	502. Fringe benefits	109,310,576	37,237,747	8,492,104	17,388,305	172,428,732
04	503. Services	15,317,586	903,159	5,524,727	17,124,370	38,869,842
504.	Materials & supplies					
05	01 Fuel & lubricants	20,717,838	865,269	37,899	0	21,621,006
06	02 Tires & tubes	7,392,433	6,619	0	0	7,399,052
07	99 Other mater'ls/supplies	3,433,460	32,081,344	6,941,331	1,244,482	43,700,617
08	505. Utilities	4,157,574	0	0	8,110,679	12,268,253
09	506. Casualty/liability cost	0	0	0	25,216,900	25,216,900
10	507. Taxes	2,153,902	0	0	513,720	2,667,622
508.	Purchased transport					
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	2,652,036	2,652,036
14	510. Expense transfers	-4,174,762	-6,227,568	-3,291,200	-8,469,332	-22,162,862
15	Total system expenses	374,186,726	138,407,622	34,475,969	98,121,429	645,191,746
Reconciling Items						
16	511. Interest expenses.....					14,783,155
17	512. Leases & rentals.....					6,800,843
18	513. Depreciation.....					83,404,921
19	513.13 Amortization of intangibles.....					
20	514. Purchase lease agreement.....					
21	515. Related parties lease agreement.....					
22	516. Other reconciling items.....					782,980
23	Total reconciling items.....					105,771,899
24	Total expenses from published reports.....					750,963,645
25	Memo item: Expenses not allowable for Federal operating assistance.....					

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 301
Operating Expenses by Mode

ID: 9021 Mode: LR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

a	b	c					d			e			f			g			Function		
		Vehicle Operations - 010					Vehicle Maintenance 041			Non-Vehicle Maintenance 042			General Administration 160								
Expense Object Class	Total Modal Expenses	Transportation Admn. & Support 010	Revenue Vehicle Operations 030	Ticketing & Fare Collection 151	System Security 161	Total	Vehicle Maintenance 041 Total	Non-Vehicle Maintenance 042 Total	General Administration 160 Total												
501 Labor		----- Optional ----->																			
01 01 Oprtrs salaries/wages	2,474,693	< 2,474,693 >	< >	< >	< >	2,474,693	0	0	0												
02 02 Other salaries/wages	11,418,863	< 4,269,344 >	< >	< >	< >	4,269,344	2,513,699	2,654,867	1,980,953												
03 502 Fringe benefits	7,035,047	< 3,414,865 >	< >	< >	< >	3,414,865	1,272,820	1,344,300	1,003,062												
04 503 Services	15,668,976	< 13,046,638 >	< >	< >	< >	13,046,638	205,758	1,842,873	573,707												
504 Materials & supplies																					
05 01 Fuel & lubricants	56,052	< 774 >	< >	< >	< >	774	50,208	5,070	0												
06 02 Tires & tubes	0	< 0 >	< >	< >	< >	0	0	0	0												
07 99 Othr materls/supplies	1,851,916	< 47,360 >	< >	< >	< >	47,360	1,297,546	468,256	38,754												
08 505 Utilities	3,693,192	< 3,184,343 >	< >	< >	< >	3,184,343	0	0	508,849												
09 506 Casualty/liability	1,679,301	< 0 >	< >	< >	< >	0	0	0	1,679,301												
10 507 Taxes	32,476	< 0 >	< >	< >	< >	0	0	0	32,476												
508 Purchased transpntn																					
11 01 In this report	0	< >	< >	< >	< >																
12 02 Filing separate rpt	0	< >	< >	< >	< >																
13 509 Miscellaneous expnse	207,875	< 0 >	< >	< >	< >	0	0	0	207,875												
14 510 Expense transfers	-386,282	< -7,156 >	< >	< >	< >	-7,156	-38,412	-2,321	-338,393												
15 Total	43,732,109	< 26,430,861 >	< >	< >	< >	26,430,861	5,301,619	6,313,045	5,686,584												

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 301
Operating Expenses by Mode

ID: 9021 Mode: HR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

a	b	c					d			e			f			g			Function		
		Vehicle Operations - 010					h			i			j			k					
Expense Object Class	Total Modal Expenses	Transportation Admn. & Support 010	Revenue Vehicle Operations 030	Ticketing & Fare Collection 151	System Security 161	Total	Vehicle Maintenance 041 Total	Non-Vehicle Maintenance 042 Total	General Administration 160 Total												
501 Labor		----- Optional ----->																			
01 01 Oprtrs salaries/wages	1,005,896	< 1,005,896 >	< >	< >	< >	1,005,896	0	0	0												
02 02 Other salaries/wages	10,313,214	< 4,148,472 >	< >	< >	< >	4,148,472	1,578,531	2,470,066	2,116,145												
03 502 Fringe benefits	5,731,468	< 2,609,931 >	< >	< >	< >	2,609,931	799,294	1,250,726	1,071,517												
04 503 Services	880,848	< 23,748 >	< >	< >	< >	23,748	26,453	677,771	152,876												
504 Materials & supplies																					
05 01 Fuel & lubricants	14,846	< 296 >	< >	< >	< >	296	13,481	1,069	0												
06 02 Tires & tubes	0	< 0 >	< >	< >	< >	0	0	0	0												
07 99 Othr materls/supplies	123,113	< 8,626 >	< >	< >	< >	8,626	10,005	93,888	10,594												
08 505 Utilities	1,116,904	< 973,231 >	< >	< >	< >	973,231	0	0	143,673												
09 506 Casualty/liability	206,726	< 0 >	< >	< >	< >	0	0	0	206,726												
10 507 Taxes	9,170	< 0 >	< >	< >	< >	0	0	0	9,170												
508 Purchased transptn																					
11 01 In this report	0	< >	< >	< >	< >																
12 02 Filing separate rpt	0	< >	< >	< >	< >																
13 509 Miscellaneous expnse	75,402	< 0 >	< >	< >	< >	0	0	0	75,402												
14 510 Expense transfers	-10,238,607	< -4,107,418 >	< >	< >	< >	-4,107,418	-1,208,263	-2,533,577	-2,389,349												
15 Total	9,238,980	< 4,662,782 >	< >	< >	< >	4,662,782	1,219,501	1,959,943	1,396,754												

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 321
Operators' Wages

ID: 9021 Mode: HR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

a Time Classification		b Dollars	c Hours
1. Operating time			
01	01 Report, turn-in time, breaks & allowances	13,194	735
02	02 Platform time - line service	852,949	47,784
03	03 Platform time - charter & special	0	0
04	04 Travel & intervening time	54,389	3,041
05	05 Minim. guaran. time - call out, daily, wkly	3,581	200
06	06 Overtime premium - scheduled & unscheduled	19,813	1,691
07	07 Spread time premium	0	0
08	08 Other operating time	13,329	500
09	Total operating time	\$ 957,255	
2. Non-operating paid work time			
10	01 Stand-by time	33,699	1,931
11	02 Other non-operating paid work time	14,942	1,473
12	Total non-operating paid work time	\$ 48,641	
13	Total operating and non-operating time	\$ 1,005,896	

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 321
Operators' Wages

ID: 9021 Mode: LR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

a Time Classification		b Dollars	c Hours
1. Operating time			
01	01 Report, turn-in time, breaks & allowances	192,802	10,811
02	02 Platform time - line service	1,785,993	86,525
03	03 Platform time - charter & special	0	0
04	04 Travel & intervening time	67,456	3,819
05	05 Minim. guaran. time - call out, daily, wkly	12,249	688
06	06 Overtime premium - scheduled & unscheduled	130,619	14,443
07	07 Spread time premium	0	0
08	08 Other operating time	66,406	2,499
09	Total operating time	\$ 2,255,525	
2. Non-operating paid work time			
10	01 Stand-by time	185,672	10,489
11	02 Other non-operating paid work time	33,496	4,063
12	Total non-operating paid work time	\$ 219,168	
13	Total operating and non-operating time	\$ 2,474,693	

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 321
Operators' Wages

ID: 9021 Mode: MB
Los Angeles County Metropolitan Transportation Authority (LACMTA)

a Time Classification	b Dollars	c Hours
1. Operating time		
01 01 Report, turn-in time, breaks & allowances	5,568,945	321,272
02 02 Platform time - line service	130,456,500	7,620,123
03 03 Platform time - charter & special	166	10
04 04 Travel & intervening time	3,139,909	182,898
05 05 Minim. guaran. time - call out, daily,wkly	3,005,027	173,743
06 06 Overtime premium - scheduled & unscheduled	12,126,317	1,384,733
07 07 Spread time premium	0	0
08 08 Other operating time	4,096,848	260,978
09 Total operating time	\$ 158,393,712	
2. Non-operating paid work time		
10 01 Stand-by time	4,193,211	255,719
11 02 Other non-operating paid work time	1,606,917	142,651
12 Total non-operating paid work time	\$ 5,800,128	
13 Total operating and non-operating time	\$ 164,193,840	

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 331
Fringe Benefits

ID: 9021
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Fringe Benefit Object Class	Employer Total
502. Fringe benefits	
01 FICA or railroad retirement and/or PERS	23,724,937
02 Pension plans (including long-term disability insurance)	12,002,000
03 Hospital, medical, and surgical plans	55,612,749
04 Dental plans	712,833
05 Life insurance plans	681,402
06 Short-term disability insurance	0
07 Unemployment insurance	366,015
08 Workers' comp. insur. or Fed. Empl. Liability Act contrib.	13,620,324
09 Sick leave	15,005,409
10 Holiday (including all premiums paid for work on holidays)	6,896,803
11 Vacation	31,248,907
12 Other paid absence (bereavement, military, jury duty, etc.)	3,054,778
13 Uniform and work clothing allowances	2,151,905
14 Other fringe benefits	7,350,670
15 Total fringe benefits	172,428,732

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 402

Revenue Vehicle Maintenance and Energy

ID: 9021 Mode: HR

Los Angeles County Metropolitan Transportation Authority (LACMTA)

Item		Amounts
	Number of revenue service interruptions	
01	Mechanical reasons	0 *
02	Other reasons	0 *
03	Total revenue service interruptions	0 *
04	Total labor hours for inspection and maintenance	29,874.63
	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	1.0
	Energy consumption	
10	Kilowatt hours of propulsion power	11,150,000
11	Gallons of diesel fuel	
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	
16	Gallons of ethanol	
17	Pounds of CNG	
18	Gallons of bunker fuel	
19	Other fuel	
* Lines 01, 02, and 03 are optional for fixed guideway modes		

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 402
 Revenue Vehicle Maintenance and Energy
 ID: 9021 Mode: LR
 Los Angeles County Metropolitan Transportation Authority (LACMTA)

	Item	Amounts
		b
	Number of revenue service interruptions	
01	Mechanical reasons	0 *
02	Other reasons	0 *
03	Total revenue service interruptions	0 *
04	Total labor hours for inspection and maintenance	85,424.23
	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	1.0
	Energy consumption	
10	Kilowatt hours of propulsion power	32,577,898
11	Gallons of diesel fuel	
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	
16	Gallons of ethanol	
17	Pounds of CNG	
18	Gallons of bunker fuel	
19	Other fuel	
* Lines 01, 02, and 03 are optional for fixed guideway modes		

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 402
 Revenue Vehicle Maintenance and Energy
 ID: 9021 Mode: MB
 Los Angeles County Metropolitan Transportation Authority (LACMTA)

	Item	Amounts
	Number of revenue service interruptions	b
01	Mechanical reasons	42,698 *
02	Other reasons	26,369 *
03	Total revenue service interruptions	69,067 *
04	Total labor hours for inspection and maintenance	2,618,326
	Number of maintenance facilities	b
	Number of general purpose facilities	b
05	Serving under 200 vehicles	8
06	Serving 200-300 vehicles	5
07	Serving more than 300 vehicles	0
08	Number of heavy maintenance facilities	1
09	Total maintenance facilities	14.0
	Energy consumption	b
10	Kilowatt hours of propulsion power	b
11	Gallons of diesel fuel	27,333,756
12	Gallons of gasoline	
13	Gallons of LPG	
14	Gallons of LNG	
15	Gallons on methanol	4,359,737
16	Gallons of ethanol	
17	Pounds of CNG	185,275
18	Gallons of bunker fuel	
19	Other fuel	
* Lines 01, 02, and 03 are optional for fixed guideway modes		

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 403
Transit Way Mileage

ID: 9021 Service: DO
Los Angeles County Metropolitan Transportation Authority (LACMTA)
(Form 005 included)

Guideway Classifications Rail Modes		Directional Route Miles	Miles of Track	Number of Crossings	# of Stations Total ADA		Average Monthly DRM*
a		b	c	d	e	f	g
01	Mode code: CR 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			*
09	Mode code: HR At grade, exclusive ROW	6.0	8.8				
10	At grade, with cross traffic						
11	At grade, mixed/cross traffic						
12	Elevated on structure						
13	Elevated on fill						
14	Open cut						
15	Subway						
16	Total	6.0	8.8	0	5	5	2.5*
17	Mode code: LR At grade, exclusive ROW	3.7	3.7				
18	At grade, with cross traffic	27.6	30.9	77			
19	At grade, mixed/cross traffic	0	0	0			
20	Elevated on structure	4.1	4.1				
21	Elevated on fill	6.2	6.3				
22	Open cut	.2	.2				
23	Subway	1.4	1.5				
24	Total	43.2	46.7	77	22	22	*
25	Mode code: AG Exclusive ROW						*
26	Mode code: CC Exclusive ROW						*
27	Mode code: IP Exclusive ROW						*
28	Mode code: MO Exclusive ROW						*
Non-Rail Modes		Directional Route Miles on Exclusive ROW	Directional Route Miles on Controlled Access ROW	Directional Route Miles on Mixed Traffic ROW			
29	Mode code: MB	24.5		4,416.1			*
30	TB						*
31	FB						*
32	TR						*
33	OR						*

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

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 005
Supplemental Information

Form: 403 Transit Way Mileage

ID: 9021 Service: DO

ID Name: Los Angeles County Metropolitan Transportation Authority (LACMTA)

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

MOTORBUS FIXED GUIDEWAY SEGMENTS:

1. Controlled Access Right-of-Way Segments:

The Authority 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.

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

2. Exclusive Access Right-of-Way Segment:

The Authority 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. The 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.

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

Form 404
Transit System Employee

ID: 9021 Mode: HR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Labor Classification	Employee Work Hours		Actual Person Count	
	Directly Operatd b	Purchased Transp c	Full Time Empl d	Part Time Empl e
501. Labor		<---optional--->		<---optional--->
01 010 Vehicle operations		< >		< >
02 010 Trans. admin. & support	< 18,546 >	< >	< 12 >	< >
03 030 Revenue veh operation	< 18,437 >	< >	< 15 >	< 3 >
04 151 Ticketing/fare collectn	< >	< >	< >	< >
05 161 System security	< 39,851 >	< >	< 40 >	< >
06 041 Vehicle maintenance	72,443	< >	33	< >
07 042 Non-vehicle maintenance	107,957	< >	52	< >
08 160 General administration	95,236	< >	46	< >
09 Total system operating labor	352,470	< 0 >	198.0	< 3.0 >
10 Total system capital labor	257,896	< >	124	< >
11 Total system	610,366	< 0 >	322.0	< 3.0 >

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 404
Transit System Employee

ID: 9021 Mode: LR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Labor Classification	Employee Work Hours		Actual Person Count	
	Directly Opertd	Purchased Transp	Full Time Empl	Part Time Empl
a	b	c	d	e
501. Labor		<---optional--->		<---optional--->
01 010 Vehicle operations	< >	< >	< >	< >
02 010 Trans. admin. & support	< 48,833 >	< >	< >	< >
03 030 Revenue veh operation	< 129,524 >	< >	< 62 >	< 8 >
04 151 Ticketing/fare collectn	< >	< >	< >	< >
05 161 System security	< >	< >	< >	< >
06 041 Vehicle maintenance	< 127,083 >	< >	< 61 >	< >
07 042 Non-vehicle maintenance	< 123,770 >	< >	< 60 >	< >
08 160 General administration	< 85,778 >	< >	< 41 >	< >
09 Total system operating labor	514,988	< 0 >	224.0	< 8.0 >
10 Total system capital labor		< >		< >
11 Total system	514,988	< 0 >	224.0	< 8.0 >

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 404
Transit System Employee

ID: 9021 Mode: MB
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Labor Classification	Employee Work Hours		Actual Person Count	
	Directly Operatd b	Purchased Transp c	Full Time Empl d	Part Time Empl e
501. Labor		<---optional--->		<---optional--->
01 010 Vehicle operations		<		>
02 010 Trans. admin. & support	< 1,029,981>	<	< 514>	<
03 030 Revenue veh operation	< 8,747,547>	<	< 3,683>	< 541>
04 151 Ticketing/fare collectn	< 217,479>	<	< 76>	<
05 161 System security	< 551,646>	<	< 279>	<
06 041 Vehicle maintenance	< 3,528,903	<	< 1,696	<
07 042 Non-vehicle maintenance	< 555,108	<	< 266	<
08 160 General administration	< 1,461,663	<	< 730	<
09 Total system operating labor	16,092,327	< 0 >	7,244.0	< 541.0>
10 Total system capital labor	3,783	<	5	>
11 Total system	16,096,110	< 0 >	7,249.0	< 541.0>

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 405
Transit Safety

ID: 9021 Mode: HR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Items		Incidents	Fatalities	Injuries
		b	c	d
Collisions				
01	Collisions with other vehicles	0	0	0
02	Collisions with objects	0	0	0
03	Collisions with people	0	0	0
03a	(attempted/successful suicides)	[0]	[0]	[0]
Non-collisions				
Derailments				
04	Derailments/buses going off road	1	0	0
Personal casualties				
05	Inside vehicle	0	0	0
06	Boarding and alighting vehicle	0	0	0
06a	(associated with lifts)	[0]	[0]	[0]
07	In stations/bus stops	0	0	0
07a	(associated with escalators)	[0]	[0]	[0]
Fires (no thresholds)				
08	In vehicles	0	0	0
09	In stations	0	0	0
10	Right of way & others	0	0	0
11	Total	1	0	0
11a	Total patrons		[0]	[0]
12	Transit property damage	\$ 1,228.53		

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 405
Transit Safety

ID: 9021 Mode: LR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Items	Incidents	Fatalities	Injuries
Collisions			
01 Collisions with other vehicles	38	8	21
02 Collisions with objects	10	0	1
03 Collisions with people	6	1	3
03a (attempted/successful suicides)	[1]	[1]	[0]
Non-collisions			
Derailments			
04 Derailments/buses going off road	6	0	0
Personal casualties			
05 Inside vehicle	9	0	9
06 Boarding and alighting vehicle	1	0	1
06a (associated with lifts)	[0]	[0]	[0]
07 In stations/bus stops	0	0	0
07a (associated with escalators)	[0]	[0]	[0]
Fires (no thresholds)			
08 In vehicles	0	0	0
09 In stations	0	0	0
10 Right of way & others	0	0	0
11 Total	70	9	35
11a Total patrons		[0]	[19]
12 Transit property damage	\$269,369.87		

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 405
Transit Safety

ID: 9021 Mode: MB
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Items		Incidents	Fatalities	Injuries
		b	c	d
Collisions				
01	Collisions with other vehicles	834	5	2,023
02	Collisions with objects	22	0	57
03	Collisions with people	64	5	61
03a	(attempted/successful suicides)	[0]	[0]	[0]
Non-collisions				
Derailments				
04	Derailments/buses going off road	2	0	1
Personal casualties				
05	Inside vehicle	277	0	376
06	Boarding and alighting vehicle	229	0	249
06a	(associated with lifts)	[11]	[0]	[11]
07	In stations/bus stops	5	0	5
07a	(associated with escalators)	[0]	[0]	[0]
Fires (no thresholds)				
08	In vehicles	8	0	0
09	In stations	0	0	0
10	Right of way & others	0	0	0
11	Total	1,441	10	2,772
11a	Total patrons		[0]	[1,455]
12	Transit property damage	\$ 666,732		

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 406
Transit System Service

ID: 9021 Mode: HR Service: DO
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								16
02 Veh available for maximum service								30
Limits of service								
03 Time service begins	0500	0900	1500		0424	0424	0424	
04 Time service ends	0900	1500	1900		1907	1907	1907	
Service supplied (Non-Rail modes)								
05 Number of veh in operation								
06 Total actual veh miles	< >	< >	< >	< >				
07 Total actual veh hours	< >	< >	< >	< >				
08 Total actual veh revenue miles	< >	< >	< >	< >				
09 Total actual veh revenue hours	< >	< >	< >	< >				
10 Total scheduled veh revenue miles	< >	< >	< >	< >				
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation	3	3	3	3	3	3	3	
14 Number of pass. cars in operation	9	9	9	7	9	7	7	
15 Total actual train miles	< 179>	< 295>	< 154>	< 97>	725	522	521	101,042
16 Total actual train hours	< 10>	< 18>	< 9>	< 7>	44	40	41	6,531
17 Total actual train revenue miles	< 176>	< 291>	< 151>	< 90>	708	515	513	98,885
18 Total actual train revenue hours	< 10>	< 17>	< 9>	< 6>	42	39	39	6,249
19 Tot actual passngr car miles	< 499>	< 855>	< 443>	< 294>	2,091	1,572	1,506	292,959
20 Tot actual passngr car rev miles	< 491>	< 836>	< 432>	< 272>	2,031	1,543	1,469	285,050
21 Tot sched passngr car rev miles	< 495>	< 846>	< 438>	< 276>	2,055	1,548	1,481	288,004
22 Tot actual passngr car hours	< 26>	< 49>	< 25>	< 22>	122	115	113	18,183
23 Tot actual passngr car rev hours	< 26>	< 48>	< 24>	< 19>	117	111	109	17,468
Service consumed								
24 Unlinked passenger trips	< 2,671>	< 6,393>	< 4,065>	< 15>	12,494	13,157	15,497	1,982,743
25 Passenger miles					18,817	22,127	27,927	3,142,534
Service operated (days)					Weekdays	Saturdays	Sundays	Annual Total
26 Days schedules operated.....					107	22	23	152
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies								0

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 406
Transit System Service

ID: 9021 Mode: LR Service: DO
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total
	b AM Peak	c Midday	d PM Peak	e Other				
Maximum service vehicles (veh)								
01 Veh operated in maximum service								36
02 Veh available for maximum service								54
Limits of service								
03 Time service begins	0500	0900	1500		0405	0405	0405	
04 Time service ends	0900	1500	1900		2335	2335	2335	
Service supplied (Non-Rail modes)								
05 Number of veh in operation								
06 Total actual veh miles	< >	< >	< >	< >				
07 Total actual veh hours	< >	< >	< >	< >				
08 Total actual veh revenue miles	< >	< >	< >	< >				
09 Total actual veh revenue hours	< >	< >	< >	< >				
10 Total scheduled veh revenue miles	< >	< >	< >	< >				
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation	17	15	17	11	17	13	13	
14 Number of pass. cars in operation	34	30	34	22	34	27	27	
15 Total actual train miles	< 1,120>	< 1,157>	< 1,163>	< 796>	4,236	3,800	3,798	1,498,500
16 Total actual train hours	< 60>	< 61>	< 59>	< 43>	223	202	201	79,048
17 Total actual train revenue miles	< 1,115>	< 1,144>	< 1,150>	< 767>	4,176	3,740	3,741	1,476,774
18 Total actual train revenue hours	< 59>	< 60>	< 58>	< 41>	218	200	199	77,550
19 Tot actual passngr car miles	< 2,240>	< 2,315>	< 2,326>	< 1,349>	8,230	7,353	7,351	2,908,241
20 Tot actual passngr car rev miles	< 2,230>	< 2,288>	< 2,300>	< 1,289>	8,107	7,236	7,240	2,864,348
21 Tot sched passngr car rev miles	< 2,231>	< 2,289>	< 2,301>	< 1,290>	8,111	7,237	7,240	2,865,423
22 Tot actual passngr car hours	< 120>	< 123>	< 118>	< 73>	434	389	389	153,505
23 Tot actual passngr car rev hours	< 118>	< 121>	< 116>	< 68>	423	381	382	149,875
Service consumed								
24 Unlinked passenger trips	< 13,197>	< 11,915>	< 10,547>	< 894>	36,553	24,754	20,503	11,809,196
25 Passenger miles					331,234	206,567	190,035	106,352,851
Service operated (days)								
26 Days schedules operated.....					Weekdays 256	Saturdays 51	Sundays 58	Annual Total 365
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies								0

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 406
Transit System Service

ID: 9021 Mode: MB Service: DO
Los Angeles County Metropolitan Transportation Authority (LACMTA)

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								1,912
02 Veh available for maximum service								2,294
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 (Non-Rail modes)								
05 Number of veh in operation	1,760	1,215	1,816	1,298	1,816	1,049	838	
06 Total actual veh miles	< 76,348 >	< 59,416 >	< 88,941 >	< 74,630 >	299,335	194,568	155,168	95,552,472
07 Total actual veh hours	< 5,586 >	< 5,142 >	< 7,471 >	< 4,724 >	22,923	15,184	11,888	7,332,176
08 Total actual veh revenue miles	< 64,104 >	< 55,733 >	< 77,991 >	< 51,630 >	249,458	173,012	140,469	80,832,062
09 Total actual veh revenue hours	< 5,074 >	< 4,993 >	< 6,976 >	< 3,799 >	20,842	14,276	11,274	6,717,520
10 Total scheduled veh revenue miles	< 64,350 >	< 56,007 >	< 78,464 >	< 51,766 >	250,587	173,664	140,956	81,182,584
11 Charter service hours								
12 School bus hours								
Service supplied (Rail modes)								
13 Number of trains in operation								
14 Number of pass. cars in operation								
15 Total actual train miles	< >	< >	< >	< >				
16 Total actual train hours	< >	< >	< >	< >				
17 Total actual train revenue miles	< >	< >	< >	< >				
18 Total actual train revenue hours	< >	< >	< >	< >				
19 Tot actual passngr car miles	< >	< >	< >	< >				
20 Tot actual passngr car rev miles	< >	< >	< >	< >				
21 Tot sched passngr car rev miles	< >	< >	< >	< >				
22 Tot actual passngr car hours	< >	< >	< >	< >				
23 Tot actual passngr car rev hours	< >	< >	< >	< >				
Service consumed								
24 Unlinked passenger trips	< 319,352 >	< 292,447 >	< 426,972 >	< 131,015 >	1,169,786	837,722	580,335	375,848,468
25 Passenger miles					4,437,814	3,150,506	2,267,702	1,428,282,906
Service operated (days)								
26 Days schedules operated.....					Weekdays 256	Saturdays 51	Sundays 58	Annual Total 365
27 Days not operated due to strikes.....								0
28 Days not operated due to..... officially declared emergencies								0

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 408
Revenue Vehicle Inventory

ID: 9021 Mode: HR Service: DO Page: 1
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Line Number	a Number of Vehicles in Total Fleet	b Veh. Type Code (F3)	c Owner-ship Code	d Year of Manuf.	e Manuf. Code (F3)	f Model Number	g Number of Active Vehicles in Fleet	h Number of ADA Accessible Vehicles	i Emerg. Cont. Veh.	j Fuel Type (F3)	k Seat Cap.	l Stand Cap.	m Total Miles on Active Veh. during Period (000)	n Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	26	HR	00	1992	BFC	HR	26	26	0	EP	59	242	294	11	01
02															02
03															03
04															04
05															05
06															06
07															07
08															08
09															09
10															10
11															11
12															12
13															13
14															14
15															15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total 25	26						26	26	0				294		Total 25

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 408
Revenue Vehicle Inventory

ID: 9021 Mode: LR Service: DO Page: 1
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Line Number	a Number of Vehicles in Total Fleet	b Veh. Type Code (F3)	c Owner-ship Code	d Year of Manuf.	e Manuf. Code (F3)	f Model Number	g Number of Active Vehicles in Fleet	h Number of ADA Accessible Vehicles	i Emerg. Cont. Veh.	j Fuel Type (F3)	k Seat Cap.	l Stand. Cap.	m Total Miles on Active Veh. during Period (000)	n Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	54	RS	00	1989	SUM	LRV	54	54	0	EP	76	154	2,983	159	01
02															02
03															03
04															04
05															05
06															06
07															07
08															08
09															09
10															10
11															11
12															12
13															13
14															14
15															15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total 25	54						54	54	0				2,983		Total 25

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 408
Revenue Vehicle Inventory

ID: 9021 Mode: MB Service: DO Page: 1
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Line Number	a Number of Vehicles in Total Fleet	b Veh. Type Code (F3)	c Owner-ship Code	d Year of Manuf.	e Manuf. Code (F3)	f Model Number	g Number of Active Vehicles in Fleet	h Number of ADA Accessible Vehicles	i Emerg. Cont. Veh.	j Fuel Type (F3)	k Seat Cap.	l Stand Cap.	m Total Miles on Active Veh. during Period (000)	n Avg. Lifetime Mileage per Active Vehicle (000)	Line Number
01	90	BA	00	1987	NEO	AN4403	90	90	0	DF	47	26	4,171	265	01
02	299	BA	00	1992	TMC	T80206M	299	299	0	MT	43	22	4,300	15	02
03	10	BA	00	1989	FLX	4102	10	10	0	CN	44	21	236	60	03
04	30	BA	00	1989	TMC	T80206	30	30	0	MT	43	18	792	112	04
05	267	BA	00	1988	TMC	T80206	267	267	0	DF	43	22	12,094	207	05
06	102	BA	00	1989	TMC	T80206	102	102	0	DF	43	22	5,239	184	06
07	149	BA	00	1988	FLX	T80206	149	149	0	DF	42	20	6,316	217	07
08	64	BA	00	1990	FLX	40102C	64	64	0	DF	46	19	3,039	171	08
09	71	BA	00	1990	FLX	401026L	71	71	0	DF	44	21	3,880	143	09
10	33	BA	00	1992	FLX	401026L	33	33	0	DF	44	22	1,650	59	10
11	412	BA	00	1984	NEO	NA440A	412	412	0	DF	43	22	19,424	461	11
12	35	BA	00	1982	GMC	T70604	35	35	0	DF	36	18	1,477	462	12
13	698	BA	00	1981	GMC	T70204	698	698	0	DF	36	22	27,560	548	13
14	18	BA	00	1981	NEO	N1223	18	0	0	DF	82	41	463	192	14
15	11	BA	00	1992	NEO	JE40102	11	11	0	DF	45	22	386	41	15
16															16
17															17
18															18
19															19
20															20
21															21
22															22
23															23
24															24
Total 25	2,289						2,289	2,271	0				91,027		Total 25

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 901
Section 9 Statistics

ID: 9021 Mode: HR
Los Angeles County Metropolitan Transportation Authority (LACMTA)

a-b	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	2.5		2.5					
06 Actual vehicle revenue miles	285,050		285,050					
07 Passenger miles	3,142,534		3,142,534					
08 Operating expense (rptng agency)	9,238,980		9,238,980					
09 Enter commencement date of revenue service on first fixed guideway segment.	Month/Day/Year 01/30/93							

Date Prepared/Updated: 07/01/94

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UZA			
UZA			

Report Year 1993

Form 901
Section 9 Statistics

ID: 9021 Mode: MB
Los Angeles County Metropolitan Transportation Authority (LACMTA)
(Form 005 included)

a	b	c	d	e	f	g	h	i	j
		Annual Total	Non-UZA	UZA	UZA	UZA	UZA	UZA	UZA
01	UZA number			2	63				
	Non-fixed guideway								
02	Actual vehicle revenue miles	79,329,407		79,224,959	104,448				
03	Passenger miles	1,396,548,106		1,395,154,698	1,393,408				
04	Operating expense (rptng agency)	581,211,277		580,446,033	765,244				
	Fixed guideway								
05	Fixed guideway dir. route miles	24.5		24.5					
06	Actual vehicle revenue miles	1,502,655		1,502,655					
07	Passenger miles	31,734,800		31,734,800					
08	Operating expense (rptng agency)	11,009,382		11,009,382					
09	Enter commencement date of revenue service on first fixed guideway segment.	Month/Day/Year 05/01/1974							

Date Prepared/Updated: 07/01/94

Report Year 1993

Form 005
Supplemental Information

Form: 901 Section 9 Statistics

ID: 9021 Mode: MB

ID Name: Los Angeles County Metropolitan Transportation Authority (LACMTA)
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 SCRTD (District) first establishes the Total Actual Vehicle Revenue Miles, which are reported on Form 406 line 08, column i. The Total Actual Vehicle Revenue Miles are calculated using:

- (a) Master trip scheduling database.
- (b) Service added/cancelled based on temporary (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 (none this fiscal year).

Vehicles revenue miles accrued on fixed guideway facilities are calculated by first identifying the lines operated on those facilities, then multiplying the number of trips operated on each line by the fixed guideway segment length.

Resulting vehicle revenue miles are then subtracted from Total Actual Vehicle Revenue Miles to derive the non-fixed guideway Actual Vehicle Revenue Miles (Form 901, line 2, column c).

2. Bus system passenger miles are calculated by multiplying daily, Saturday and Sunday Unlinked Passenger Trips by the system average trip length for each day type, obtained from the most recent ridecheck data available. Passenger miles on fixed guideway facilities are calculated by multiplying the number of passengers on board by the length of the fixed guideway segment. The fixed guideway passenger miles are then subtracted from the bus system total passenger miles to give the non-fixed guideway passenger miles.

3. Bus system operating expenses are allocated between fixed and non-fixed guideway using the allocation methodology provided in the Section 15 Reporting Manual, page 900-5:

$$FG\% = (1,502,655/80,832,062)*100 = 1.859\%$$

$$NF\% = (79,044,991/80,832,062)*100 = 98.141\%$$

FG operating expenses: \$592,220,659* 1.859% = \$11,009,382

NF operating expenses: \$592,220,659*98.141% = \$581,211,277

Form 005
Supplemental Information

Form: 901 Section 9 Statistics

ID: 9021 Mode: MB

ID Name: Los Angeles County Metropolitan Transportation Authority (LACMTA)

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

PLEASE REFER TO FORM 005 FOR FORM 403 FOR DISCUSSIONS.