

***SINGLE AUDIT REPORTS
AND GRANT ACTIVITY REPORTS***
LONG BEACH PUBLIC TRANSPORTATION COMPANY
For the Year Ended June 30, 2014



LONG BEACH TRANSIT

**LONG BEACH PUBLIC TRANSPORTATION COMPANY
SINGLE AUDIT AND GRANT ACTIVITY REPORTS
YEAR ENDED JUNE 30, 2014**

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LONG BEACH PUBLIC TRANSPORTATION COMPANY

Principal Officials

Board of Directors

Freda Hinsche Otto	Chair of the Board
Barbara Sullivan George	Vice Chair
Maricela de Rivera	Secretary - Treasurer
Donald M. First	Director
Victor Irwin	Director
Dr. James P. Norman, Jr.	Director
* April Economides	Director
* Sumire Gant	Director
Amy Bodek	Ex-Officio Member, City of Long Beach
David Roseman	Ex-Officio Member, City of Long Beach

*** Appointed by City of Long Beach Mayor in October 2014 with an effective start date of January 2014**

Management

Kenneth A. McDonald	President & CEO
Debora Johnson	Deputy CEO
Lee Burner	Executive Director, VP Transit Service Delivery & Planning (Effective August 18, 2014)
Lisa Patton	Executive Director, VP Financial Services
Rolando Cruz	Executive Director, VP Maintenance & Facilities
LaVerne David	Executive Director, VP Risk Management Training & Human Resources
Patrick Pham	Executive Director, VP Information Systems & Technology

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT
OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH
GOVERNMENT AUDITING STANDARDS**

To the Board of Directors of
Long Beach Public Transportation Company

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Long Beach Public Transportation Company (a nonprofit organization), which comprise the statement of net position as of June 30, 2014, and the related statements of revenues, expenses, and changes in net position, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated December 19, 2014.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Long Beach Public Transportation Company's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Long Beach Public Transportation Company's internal control. Accordingly, we do not express an opinion on the effectiveness of the Long Beach Public Transportation Company's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Long Beach Public Transportation Company's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the organization's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the organization's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Winder, Inc.

Long Beach, California
December 19, 2014

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY OMB CIRCULAR A-133

To the Board of Directors of
Long Beach Public Transportation Company

Report on Compliance for Each Major Federal Program

We have audited Long Beach Public Transportation Company's compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of Long Beach Public Transportation Company's major federal programs for the year ended June 30, 2014. Long Beach Public Transportation Company's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of Long Beach Public Transportation Company's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Long Beach Public Transportation Company's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of Long Beach Public Transportation Company's compliance.

Opinion on Each Major Federal Program

In our opinion, Long Beach Public Transportation Company complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2014.

Report on Internal Control Over Compliance

Management of Long Beach Public Transportation Company is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered Long Beach Public Transportation Company's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Long Beach Public Transportation Company's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report on Schedule of Expenditures of Federal Awards Required by OMB A-133

We have audited the financial statements of Long Beach Public Transportation Company as of and for the year ended June 30, 2014, and have issued our report thereon dated December 19, 2014, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards and non-federal awards is presented for purposes of additional analysis as required by OMB Circular A-133, and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards and non-federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Winder, Inc.

Long Beach, California
December 19, 2014

Schedule 1
LONG BEACH PUBLIC TRANSPORTATION COMPANY
 Schedule of Expenditures of Federal and Non-Federal Awards
 Year ended June 30, 2014

		Program of Federal Domestic Assistance Catalogue No. 20.507 Department of Transportation Federal Transit Administration			
		CA-90-652	CA-90-731	CA-04-134	CA-90-798
Grant Period:					
From	08/04/08	08/04/09	09/08/09	09/15/10	
To	Completion	Completion	Completion	Completion	
Total grant award(s):					
Federal	\$ 13,051,166	\$ 14,960,635	\$ 1,783,466	\$ 13,994,380	
Non-Federal	1,987,866	3,558,764	398,823	3,359,861	
Total	<u>\$ 15,039,032</u>	<u>\$ 18,519,399</u>	<u>\$ 2,182,289</u>	<u>\$ 17,354,241</u>	
Revenues:					
Federal:					
Cash received	\$ 462,575	\$ 54,072	\$ 71,421	\$ 422,957	
(Accrued) deferred, July 1, 2013	(34,318)	---	---	(110,610)	
Accrued (deferred), June 30, 2014	---	17,096	---	---	
Grant revenue recognized	428,257	71,168	71,421	312,347	
Non-Federal	107,052	17,792	17,855	78,086	
Total revenues	<u>\$ 535,309</u>	<u>\$ 88,960</u>	<u>\$ 89,276</u>	<u>\$ 390,433</u>	
Expenditures:					
Federal	\$ 428,257	\$ 71,168	\$ 71,421	\$ 312,347	
Non-Federal	107,052	17,792	17,855	78,086	
Total expenditures	<u>\$ 535,309</u>	<u>\$ 88,960</u>	<u>\$ 89,276</u>	<u>\$ 390,433</u>	

(Continued)

See accompanying notes to the Schedule of Expenditures of Federal and Non-Federal Awards and accompanying Independent Auditors' Report on Compliance For Each Major Program and on Internal Control over Compliance Required by OMB Circular A-133.

Schedule 1-2

LONG BEACH PUBLIC TRANSPORTATION COMPANY

Schedule of Expenditures of Federal and Non-Federal Awards

Year ended June 30, 2014

Program of Federal Domestic Assistance Catalogue No. 20.507 Department of Transportation Federal Transit Administration				
	<u>CA-90-880</u>	<u>CA-04-184</u>	<u>CA-90-957</u>	<u>CA-88-004</u>
Grant Period:				
From	08/30/11	07/5/12	09/5/12	09/19/12
To	Completion	Completion	Completion	Completion
Total grant award(s):				
Federal	\$ 15,774,862	\$ 2,863,280	\$ 16,248,527	\$ 6,700,000
Non-Federal	<u>11,261</u>	<u>860,720</u>	<u>14,319</u>	<u>2,871,429</u>
Total	<u>\$ 15,786,123</u>	<u>\$ 3,724,000</u>	<u>\$ 16,262,846</u>	<u>\$ 9,571,429</u>
Revenues:				
Federal:				
Cash received	\$ 2,572,633	\$ 859,622	\$ 2,617,981	\$ 212,946
(Accrued) deferred, July 1, 2013	(46,724)	(471,932)	(16,623)	(19,761)
Accrued (deferred), June 30, 2014	<u>---</u>	<u>---</u>	<u>4,612</u>	<u>---</u>
Grant revenue recognized	2,525,909	387,690	2,605,970	193,185
Non-Federal	<u>4,646</u>	<u>125,882</u>	<u>3,499</u>	<u>82,791</u>
Total revenues	<u>\$ 2,530,555</u>	<u>\$ 513,572</u>	<u>\$ 2,609,469</u>	<u>\$ 275,976</u>
Expenditures:				
Federal	\$ 2,525,909	\$ 387,690	\$ 2,605,970	\$ 193,185
Non-Federal	<u>4,646</u>	<u>125,882</u>	<u>3,499</u>	<u>82,791</u>
Total expenditures	<u>\$ 2,530,555</u>	<u>\$ 513,572</u>	<u>\$ 2,609,469</u>	<u>\$ 275,976</u>

(Continued)

See accompanying notes to the Schedule of Expenditures of Federal and Non-Federal Awards and accompanying Independent Auditors' Report on Compliance For Each Major Program and on Internal Control over Compliance Required by OMB Circular A-133.

Schedule 1-3
LONG BEACH PUBLIC TRANSPORTATION COMPANY
 Schedule of Expenditures of Federal and Non-Federal Awards
 Year ended June 30, 2014

Program of Federal Domestic Assistance Catalogue No. 20.507 Department of Transportation Federal Transit Administration			
	CA-90-Z053	CA-90-Z120	Sub Total CFDA No. 20.507
Grant Period:			
From	12/10/13	07/30/14	
To	Completion	Completion	
Total grant award(s):			
Federal	\$ 17,391,081	\$ 20,701,104	\$ 123,468,501
Non-Federal	<u>1,489,629</u>	<u>1,570,742</u>	<u>16,123,414</u>
Total	<u>\$ 18,880,710</u>	<u>\$ 22,271,846</u>	<u>\$ 139,591,915</u>
Revenues:			
Federal:			
Cash received	\$ 698,583	\$ 40,580	\$ 8,013,370
(Accrued) deferred, July 1, 2013	---	---	(699,968)
Accrued (deferred), June 30, 2014	<u>74,658</u>	<u>9,295</u>	<u>105,661</u>
Grant revenue recognized	773,241	49,875	7,419,063
Non-Federal	<u>---</u>	<u>---</u>	<u>437,603</u>
Total revenues	<u>\$ 773,241</u>	<u>\$ 49,875</u>	<u>\$ 7,856,666</u>
Expenditures:			
Federal	\$ 773,241	\$ 49,875	\$ 7,419,063
Non-Federal	<u>---</u>	<u>---</u>	<u>437,603</u>
Total expenditures	<u>\$ 773,241</u>	<u>\$ 49,875</u>	<u>\$ 7,856,666</u>

(Continued)

See accompanying notes to the Schedule of Expenditures of Federal and Non-Federal Awards and accompanying Independent Auditors' Report on Compliance For Each Major Program and on Internal Control over Compliance Required by OMB Circular A-133.

Schedule 1-4
LONG BEACH PUBLIC TRANSPORTATION COMPANY
 Schedule of Expenditures of Federal and Non-Federal Awards
 Year ended June 30, 2014

	Program of Federal Domestic Assistance Catalogue No. 20.516 Department of Transportation Federal Transit Administration		Totals CFDA No. 20.507 & 20.516	
	JARC CA-37-124			
Grant Period:				
From	09/5/12			
To	Completion			
Total grant award(s):				
Federal	\$	4,596,602	\$	128,065,103
Non-Federal		427,306		16,550,720
Total	\$	5,023,908	\$	144,615,823
Revenues:				
Federal:				
Cash received	\$	1,490,969	\$	9,504,339
(Accrued) deferred, July 1, 2013		---		(699,968)
Accrued (deferred), June 30, 2014		---		105,661
Grant revenue recognized		1,490,969		8,910,032
Non-Federal		---		437,603
Total revenues	\$	1,490,969	\$	9,347,635
Expenditures:				
Federal	\$	1,490,969	\$	8,910,032
Non-Federal		---		437,603
Total expenditures	\$	1,490,969	\$	9,347,635

See accompanying notes to the Schedule of Expenditures of Federal and Non-Federal Awards and accompanying Independent Auditors' Report on Compliance For Each Major Program and on Internal Control over Compliance Required by OMB Circular A-133.

LONG BEACH PUBLIC TRANSPORTATION COMPANY

Notes to the Schedule of Expenditures of Federal and Non-Federal Awards Year ended June 30, 2014

(1) General

The accompanying Schedule of Expenditures of Federal and Non-Federal Awards presents the activity of Federal financial assistance programs of the Long Beach Public Transportation Company.

(2) Basis of Accounting

The accompanying Schedule of Expenditures of Federal and Non-Federal Awards is presented using the accrual basis of accounting, whereby grant revenues are recognized when they are earned and expenses are recognized when they are incurred.

(3) Definition of Major Federal Financial Assistant Program

The Single Audit Act Amendments of 1996 define major Federal award programs based upon total Federal expenditures of the grantee during the period reported and inherent risk of the programs audited. Based on guidelines established by the OMB Circular A-133, the Department of Transportation Cluster – Federal Transit Administration Formula Grants (CFDA No. 20.507) are collectively considered to be a major Federal program for the year ended June 30, 2014. (See summary of Auditors' Results section of the accompanying Schedule of Findings and Questioned Costs.)

(4) Relationship to Federal Financial Reports

Amounts reported in the accompanying schedule agree, in all material respects, with the amounts reported in the related federal financial reports taken as a whole.

LONG BEACH PUBLIC TRANSPORTATION COMPANY

Schedule of Findings and Questioned Costs
Year ended June 30, 2014

SECTION I – SUMMARY OF AUDITORS' RESULTS

Financial Statements

Type of auditors' report issued – Unmodified

Internal control over financial reporting

1. Material weakness(es) identified? – No
2. Significant deficiencies identified? – None reported
3. Noncompliance material to financial statements noted? – No

Federal awards

Internal control over major programs

1. Material weakness(es) identified? – No
2. Significant deficiencies identified? – None reported
3. Type of auditors' report issued on compliance for major programs? – Unmodified
4. Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of OMB Circular A-133? – No
5. Identification of major programs: Federal Transit Administration Formula Grants (CFDA No. 20.507).
6. Dollar threshold used to distinguish between type A and type B programs was \$300,000
7. Auditee qualified as low-risk auditee? – Yes

SECTION II – FINANCIAL STATEMENTS FINDINGS

None

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None

INDEPENDENT AUDITORS' REPORT ON THE LONG BEACH PUBLIC TRANSPORTATION COMPANY'S COMPLIANCE WITH THE STATE OF CALIFORNIA TRANSPORTATION DEVELOPMENT ACT

To the Board of Directors of
Long Beach Public Transportation Company

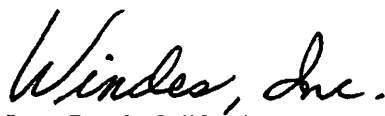
We have audited the financial statements of Long Beach Public Transportation Company as of and for the year ended June 30, 2014, and have issued our report thereon, dated December 19, 2014. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

As part of obtaining reasonable assurance about whether the Long Beach Public Transportation Company's financial statements are free of material misstatement, we performed the procedures contained in the Transportation Development Act (TDA) Handbook published by the State of California Department of Transportation, to test the Long Beach Public Transportation Company's compliance with the published rules and regulations of the TDA. Compliance audit procedures performed in accordance with the handbook have been determined to be adequate by the State of California for compliance with the published rules and regulations of the TDA with respect to fiscal and conformance audits of Public Transportation claimants. Such procedures would not necessarily disclose all instances of noncompliance because they were based on selective tests of the accounting records and related data. In addition, providing an opinion on compliance with the published rules and regulations of the TDA was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instance of noncompliance, which would lead us to believe that the allocated funds were not expended in conformance with the published rules and regulations of the TDA.

Schedule of State of California Expenditures of Awards

Our audit was performed for the purpose of forming an opinion on the financial statements taken as a whole. The accompanying schedules of State of California Expenditures of Awards and the Transportation Development Act – 50% expenditure limitation calculation are presented for purposes of additional analysis as required by the State of California Transportation Development Act and are not required parts of the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the financial statements taken as a whole.

This report is intended solely for the information and use of the board of directors and management of the Long Beach Public Transportation Company, its federal awarding agencies, pass-through entities, and other agencies granting funds to Long Beach Public Transportation Company and is not intended to be, and should not be, used by anyone other than these specified parties.



Long Beach, California
December 19, 2014

Schedule 2
LONG BEACH PUBLIC TRANSPORTATION COMPANY
 Schedule of State of California Expenditures of Awards
 Year ended June 30, 2014

State of California
 Southern California Association
 of Governments SB-325

	<u>LTF Art. 4</u>	<u>STA 10/11</u>	<u>STA 12/14</u>	<u>1BPTMISEA</u>
Grant Period:				
From	07/01/13	07/01/10	07/01/13	06/05/08
To	Completion	Completion	Completion	Completion
Total grant award(s):				
TDA 12/14	\$ 20,969,876	\$ ---	\$ ---	\$ ---
STA 10/11	---	3,698,590	---	---
STA 12/14	---	---	3,939,562	---
1B PTMISEA 07/08	---	---	---	3,710,249
1B PTMISEA 08/09	---	---	---	2,090,089
1B PTMISEA 09/10	---	---	---	2,099,367
1B PTMISEA 10/11	---	---	---	9,275,621
Bond Interest 08/09	---	---	---	88,529
Bond Interest 09/10	---	---	---	36,857
Bond Interest 10/11	---	---	---	28,707
Bond Interest 11/12	---	---	---	27,081
Bond Interest 12/13	---	---	---	8,166
Bond Interest 13/14	---	---	---	26,009
Total	\$ 20,969,876	\$ 3,698,590	\$ 3,939,562	\$ 17,390,675
Revenues:				
State:				
Cash received	\$ 20,969,876	\$ ---	\$ 2,954,672	\$ 55,778
(Accrued) deferred, July 1, 2013	---	248,976	---	10,579,296
Accrued (deferred), June 30, 2014	---	(4)	984,891	(10,614,150)
Total revenues	\$ 20,969,876	\$ 248,972	\$ 3,939,563	\$ 20,924
Expenditures:	\$ 20,969,876	\$ 248,972	\$ 3,939,563	\$ 20,924

(Continued)

See accompanying Independent Auditors' Report on the Long Beach Public Transportation Company's Compliance with the State of California Transportation Development Act.

Schedule 2-2
LONG BEACH PUBLIC TRANSPORTATION COMPANY
 Schedule of State of California Expenditures of Awards
 Year ended June 30, 2014

			State of California Southern California Association of Governments SB-325	
			<u>1B SEC</u>	<u>Totals</u>
Grant Period:				
From	08/11/08			
To	Completion			Completion
Total grant award(s):				
TDA 12/14	---			\$ 20,969,876
STA 10/11	---			3,698,590
STA 12/14	---			3,939,562
1B PTMISEA 07/08	---			3,710,249
1B PTMISEA 08/09	---			2,090,089
1B PTMISEA 09/10	---			2,099,367
1B PTMISEA 10/11	---			9,275,621
Bond Interest 08/09-12/14	---			215,349
1B SEC 07/08	\$ 371,111			371,111
1B SEC 08/09	371,122			371,122
1B SEC 09/10	371,122			371,122
1B SEC 10/11	371,112			371,112
1B SEC 11/12	371,112			371,112
1B SEC 12/13	371,112			371,112
1B SEC Interest 11/12-13/14	5,897			5,897
Total	\$ 2,232,588			\$ 48,231,291
Revenues:				
State:				
Cash received	\$ 373,750			\$ 24,354,076
(Accrued) deferred, July 1, 2013	646,108			11,201,694
Accrued (deferred), June 30, 2014	(645,808)			(10,002,385)
Total revenues	\$ 374,050			\$ 25,553,385
Expenditures:	\$ 374,050			\$ 25,553,385

(Continued)

See accompanying Independent Auditors' Report on the Long Beach Public Transportation Company's Compliance with the State of California Transportation Development Act.

LONG BEACH PUBLIC TRANSPORTATION COMPANY

Notes to Schedule of State of California Expenditures of Awards
Year ended June 30, 2014

(1) General

The accompanying Schedule of State of California Expenditures of Awards presents the activity of State of California financial assistance programs of the Long Beach Public Transportation Company.

(2) Basis of Accounting

The accompanying Schedule of State of California Expenditures of Awards is presented using the accrual basis of accounting, whereby grant revenues are recognized when they are earned and expenses are recognized when they are incurred.

(3) Relationship to Long Beach Public Transportation Company Financial Reports

Amounts reported in the accompanying schedule agree, in all material respects, with the amounts reported in the related Long Beach Transportation Company financial reports taken as a whole.

Schedule 3
LONG BEACH PUBLIC TRANSPORTATION COMPANY
Transportation Development Act - 50% Expenditure Limitation Calculation
Year ended June 30, 2014

Total operating costs, excluding depreciation	\$ <u>79,893,037</u>
Add:	
Depreciation	20,605,041
Capital outlay expenditures	<u>7,135,567</u>
	<u>27,740,608</u>
Less:	
Federal grants received	9,504,339
Local Transportation funds - capital intensive received	---
State Transit Assistance funds - capital intensive received	<u>---</u>
	<u>9,504,339</u>
Total	<u>98,129,306</u>
50% of total	49,064,653
Add total Local Transportation funds - capital intensive received	<u>---</u>
Total permissible expenditures - (Local Transportation funds)	\$ <u>49,064,653</u>

See accompanying Independent Auditors' Report on the Long Beach Public Transportation Company's Compliance with the State of California Transportation Development Act.

INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

To the Board of Directors of
Long Beach Public Transportation Company

Long Beach Public Transportation Company (Long Beach Transit) is eligible to receive grants under Section 9 of the Urban Mass Transportation Act of 1964, as amended, and in connection therewith, Long Beach Transit is required to report certain information to the Federal Transit Administration (FTA). Furthermore, we understand that Long Beach Transit has contracted with Catalina Express and Taxi Systems, Inc. for specific mass transportation services.

The FTA has established the following standards with regard to the data reported in the Urbanized Area Formula Statistics Form (FFA-10) of Long Beach Transit's annual National Transit Database (NTD) report:

- A system is in place and maintained for recording data in accordance with NTD definitions. The correct data is being measured and no systematic errors exist.
- A system is in place to record data on a continuing basis and the data gathering is an ongoing effort.
- Source documents are available to support the reported data and are maintained for FTA review and audit for a minimum of three years following FTA's receipt of the NTD report. The data is fully documented and securely stored.
- A system of internal controls is in place to ensure the accuracy of the data collection process and to ensure the recording system and reported comments are not altered. Documents are reviewed and signed by a supervisor, as required.
- The data collection methods are those suggested by FTA or meet FTA requirements.
- The deadhead miles as computed appear to be accurate.
- Data as reported is consistent with prior reporting periods and appears reasonable based upon Long Beach Transit's operations.

We have performed the procedures enumerated in the attachment to this report on the data contained in Long Beach Transit's Urbanized Area Formula Statistics Form (FFA-10) for the fiscal year ended June 30, 2014, solely to assist the management of Long Beach Transit in evaluating whether Long Beach Transit complied with the standards described in the second paragraph of this report and whether the information included in the NTD report Urbanized Area Formula Statistics Form (FFA-10) is presented in conformity with the requirements of the Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting Systems, as specified in 49 CFR Part 630, *Federal Register*, January 15, 1993, and as presented in the 2013 Reporting Manual. As of the date of this report, the 2014 reporting model was not yet available. Long Beach Transit's management is responsible for the Urbanized Area Formula Statistics Form (FFA-10).

This engagement to apply agreed-upon procedures was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described in the attachment either for the purpose for which this report has been requested or for any other purpose.

The procedures described in the attachment to this report were applied separately to the information systems used to develop the reported vehicle revenue miles, passenger miles, and operating expenses of Long Beach Transit for the fiscal year ended June 30, 2014 for each of the following modes:

- Fixed route directly operated transportation service,
- Purchased Transportation – Water Taxi (ferry boats) operations is provided by Catalina Express
- Purchased Transportation – Demand responsive service provided by Taxi Systems, Inc. for residents of Long Beach, Signal Hill and Lakewood who are at least 18 years old and are unable to use Long Beach Transit's fixed route systems because of permanent mobility impairment.

The results of the procedures performed are included in the accompanying attachment. We were not engaged to, and did not, conduct an audit, the objective of which would be the expression of an opinion on the Long Beach Transit's NTD report Urbanized Area Formula Statistics Form (FFA-10) for the fiscal year ended June 30, 2014, which is presented in conformity with the requirements of the Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting Systems, as specified in 49 CFR Part 630, *Federal Register*, January 15, 1993, and as presented in the 2014 Reporting Manual. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you. This report relates only to the information described above and does not extend to Long Beach Transit's financial statements, or the forms in Long Beach Transit's NTD report other than the Urbanized Area Formula Statistics Form (FFA-10), for any date or period.

This report is intended solely for the information and use of the board of directors and management of the Long Beach Public Transportation Company and the FTA, and is not intended to be, and should not be, used by anyone other than those specified parties.



Long Beach, California
December 19, 2014

AGREED-UPON PROCEDURES

- A. *Obtain and read a copy of written procedures related to the system for reporting and maintaining data in accordance with the NTD requirements and definitions set forth in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2014 Reporting Manual. If procedures are not written, discuss the procedures with the personnel assigned responsibility of supervising the NTD data preparation and maintenance.*

We were informed Long Beach Public Transportation Company (LBT) does not have formal written policies and procedures relating to the system for reporting and maintaining transit data for the NTD. Specific procedures in completing the NTD report were discussed with personnel responsible for completing and/or supervising the process. Personnel interviewed include the following:

- Service Development Planning Manager
- Service Development Planner
- Director of Financial Services

- B. *Discuss the procedures (written or informal) with the personnel assigned responsibility of supervising the preparation and maintenance of NTD data to determine:*
- *The extent to which the transit agency followed the procedures on a continuous basis, and*
 - *Whether they believe such procedures result in accumulation and reporting of data consistent with the NTD definitions and requirements set forth in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2014 Reporting Manual.*

We discussed the procedures with LBT personnel and were informed the informal procedures to complete the NTD report are the same guidelines issued by NTD in 49 CFR Part 630. Those procedures are followed continuously such that the accumulation and data reported is consistent with NTD definitions and requirements set forth in 49 CFR Part 630, and as presented in the 2014 Reporting Manual.

- C. *Inquire of same personnel concerning the retention policy that is followed by the transit agency with respect to source documents supporting the NTD data, reported on the Federal Funding Allocation Statistics form (FFA-10).*

We discussed the retention policy with LBT personnel and determined that source documents supporting the data reported on the FFA-10 is maintained for a minimum of five years, which exceeds the three-year minimum required by NTD.

- D. *Based on a description of the transit agency's procedures obtained in items A and B above, identify all the source documents which are to be retained by the transit agency for a minimum of three years. For each type of source document, select three months out of the year and determine whether the document exists for each of these periods.*

We discussed with LBT personnel and noted the following source documents are maintained for five years, which exceeds the three-year minimum required by NTD:

- Passenger Miles Sampling (Trip Sheets) – Checker Survey Sheets
- Fixed Guideway Directional Route Mile
- Operating Expenses
- Contractual Agreement for Purchased Transportation

We reviewed the source documents maintained by LBT and observed that source documents existed and was organized in folders by month.

AGREED-UPON PROCEDURES

- E. *Discuss the system of internal controls with the person responsible for supervising and maintaining the NTD data. Inquire whether individuals, independent of the individuals preparing source documents and posting data summaries, review the source documents and data summaries for completeness, accuracy and reasonableness and how often such reviews are performed.*

We discussed with LBT personnel about internal controls and determined the following personnel were involved with the NTD reporting process:

- Operations Specialist will enter survey data (passenger count and passenger mile) collected from the random surveys and entered into an Access database.
 - Service Development Planner, Assistant extracts the data from Access and summarizes the data onto worksheets formatted similar to the NTD reports.
 - Service Development Planner reviews the summaries for reasonableness.
- F. *Select a random sample of the source documents and determine whether supervisors' signatures are present as required by the system of internal controls. If supervisors' signatures are not required, inquire how the supervisors' reviews are documented.*

Discussions with LBT personnel indicated that supervisors' signatures are not required to document the review of source documents. LBT does not have formal procedures requiring supervisors to document their review. However, all source documents and summaries prepared for NTD reporting are reviewed by the Service Development Planner for reasonableness prior to submission.

- G. *Obtain the worksheets utilized by the transit agency to prepare the final data that are transcribed onto the Federal Funding Allocation Statistics form. Compare the periodic data included on the worksheets to the periodic summaries prepared by the transit agency. Test the arithmetical accuracy of the summarizations.*

We obtained the worksheets utilized by LBT to summarize the final data that are transcribed onto the FFA-10 form. We compared the worksheets to the FFA-10 form and noted no exceptions. We also tested the arithmetical accuracy of the summary and noted no exceptions.

- H. *Discuss the transit agency's procedure for accumulating and recording passenger miles traveled (PMT) data in accordance with NTD requirements with transit agency staff. Inquire whether the procedure used is (1) one of the two procedures suggested by FTA and described in FTA Circulars 2710.1A or 2710.2A; (2) a 100% count of actual PMT; (3) an alternative sampling procedure (if the transit agency uses an alternative sampling procedure, inquire whether the procedure has been approved by FTA or whether a qualified statistician has determined that the procedure meets FTA's statistical requirements. Note as a negative finding in the report use of an alternative sampling procedure that has not been approved in writing by a qualified statistician.) (4) the NTD Sampling Method.*

Discussed with LBT personnel about procedures for accumulating passenger mile data and was informed that a statistical sampling is used for their regular routes and Passport routes. LBT utilizes statistical sampling procedures approved in FTA Circular 2710.1A, which takes three samples every other day.

AGREED-UPON PROCEDURES

- I. *Discuss with transit agency staff the transit agency's eligibility to conduct statistical sampling for PMT data every third year. Determine whether the transit agency meets one of the three criteria that allow transit agencies to conduct statistical samples for accumulating PMT data every third year rather than annually. Specifically:*
 1. *According to the 2010 Census, the public transit agency serves a UZA of less than 500,000 population.*
 2. *The public transit agency directly operates fewer than 100 revenue vehicles in all modes in annual maximum revenue service (VOMS) (in any size urbanized area).*
 3. *The service is purchased from a seller operating fewer than 100 revenue vehicles in VOMS, and is included in the transit agency's NTD report.*

For transit agencies that meet one of the above criteria, review the NTD documentation for the most recent mandatory sampling year (2011) and determine that statistical sampling was conducted and meets the 95% confidence and $\pm 10\%$ precision requirements.

Determine how the transit agency estimated annual PMT for the current report year.

We discussed with LBT personnel about the eligibility to conduct statistical sampling of passenger miles every third year and were informed that LBT has chosen to perform statistical sampling on an annual basis. Statistical sampling was utilized to determine passenger miles in the current reporting year.

- J. *Obtain a description of the sampling procedure for estimation of PMT data used by the transit agency. Obtain a copy of the transit agency's working papers or methodology used to select the actual sample of runs for recording PMT data. If the average trip length was used, determine that the universe of runs was used as the sampling frame. Determine that the methodology to select specific runs from the universe resulted in a random selection of runs. If a selected sample run was missed, determine that a replacement sample run was randomly selected. Determine that the transit agency followed the stated sampling procedure.*

We discussed with LBT personnel about sampling procedures and were informed that LBT utilizes procedures approved in FTA circular 2710.1A, which is taking three samples every other day. We were also informed the sample is taken from the entire route universe. A random generator built into the scheduling software will randomly select the routes to be sampled. If the route was missed, another route is selected from the generator. We did not note any instances of any missed samples. LBT is following the stated sampling procedure.

AGREED-UPON PROCEDURES

- K. *Select a random sample of the source documents for accumulating PMT data and determine that they are complete (all required data are recorded) and that the computations are accurate. Select a random sample of the accumulation periods and re-compute the accumulations for each of the selected periods. List the accumulation periods that were tested. Test the arithmetical accuracy of the summarization.*

We haphazardly selected a sample of 40 source documents (trip sheets) for accumulating passenger mile data for fiscal year 2014 and inspected the documents to determine if all required data were recorded and the computations were accurately performed and no exceptions were noted for the sample selected.

	<u>Date</u>	<u>PTN</u>	<u>Route</u>
1	7/5/2013	4885696	1
2	7/17/2013	4885548	91
3	7/19/2013	3091137	151
4	7/20/2013	2065091	37
5	7/21/2013	2065172	37
6	8/28/2013	4885972	1
7	9/19/2013	1511224	61
8	9/25/2013	2940134	102
9	10/1/2013	2409307	45
10	10/3/2013	2833268	93
11	10/5/2013	2225129	173
12	10/7/2013	1512004	101
13	11/4/2013	3091127	157
14	11/12/2013	1511949	101
15	11/18/2013	1512182	112
16	12/6/2013	2938501	101
17	12/8/2013	1514571	192
18	12/18/2013	2833274	92
19	1/1/2014	2065051	37
20	1/3/2014	2833173	93
21	1/15/2014	1511233	61
22	1/27/2014	1511988	102
23	2/4/2014	2833157	94
24	2/22/2014	1512925	21
25	2/24/2014	1511321	61
26	3/10/2014	1511982	103
27	3/16/2014	2065160	37
28	3/18/2014	2833134	93
29	3/18/2014	2833233	91
30	3/30/2014	1744361	71
31	4/11/2014	3703020	111
32	4/17/2014	1511929	101
33	5/1/2014	3127156	93
34	5/11/2014	2225116	173
35	5/17/2014	1514512	191
36	5/23/2014	3865882	103
37	5/29/2014	2409089	45
38	5/31/2014	1514526	191
39	6/10/2014	4006749	112
40	6/22/2014	3113583	151

AGREED-UPON PROCEDURES

- L. Discuss the procedures for systematic exclusion of charter, school bus, and other ineligible vehicle miles from the calculation of actual vehicle revenue miles with transit agency staff and determine that stated procedures are followed. Select a random sample of the source documents used to record charter and school bus mileage and test the arithmetical accuracy of the computations.*

We discussed with LBT personnel about the excluding charter, school buses, and other ineligible vehicle miles from the calculation of actual vehicle miles and noted that LBT does provide charter services but no school buses. We obtained worksheets documenting the calculation of vehicle miles and noted that charter miles and training miles are excluded from the calculations. Charter and training miles were maintained on worksheets by the Customer Service Department and Training Department, respectively. We reviewed the worksheets maintained to track charter and training miles and tested for arithmetical accuracy. No exceptions were noted.

- M. For actual vehicle revenue mile (VRM) data, document the collection and recording methodology and determine that deadhead miles are systematically excluded from the computation. This is accomplished as follows:*

- If actual VRM's are calculated from schedules, document the procedures used to subtract missed trips. Select a random sample of the days that service is operated and re-compute the daily total of missed trips and missed VRM. Test the arithmetical accuracy of the summarization.*
- If actual VRM's are calculated from hubodometers, document the procedures used to calculate and subtract deadhead mileage. Select a random sample of the hubodometer readings and determine that the stated procedures for hubodometer deadhead mileage adjustments are applied as prescribed. Test the arithmetical accuracy of the summarization of intermediate accumulations.*
- If actual VRM's are calculated from vehicle logs, select random samples of the vehicle logs and determine that the deadhead mileage has been correctly computed in accordance with FTA's definitions.*

We discussed the methodology of calculating vehicle revenue miles with LBT personnel and determined that the calculation is based on time schedules of each route. Worksheets are utilized by LBT to track VRM on a monthly basis. For each month, we vouched the miles back to summary reports (Time & Mile Report) prepared by the Scheduling Department. We also tested the mathematical accuracy of the worksheet and noted no exceptions. LBT will then multiply the monthly total by a ratio (total vehicle miles vs. scheduled service miles) to determine the final VRM to be reported on NTD. We recalculated the computation and noted no exceptions.

- N. For rail modes, review the recording and accumulation sheets for actual VRM's and determine that locomotive miles are not included in the computation.*

We discussed with LBT personnel and determined LBT does not operate rail modes or have locomotive miles. As such, this procedure does not apply for the current reporting period.

AGREED-UPON PROCEDURES

- O. *If fixed guideway or High Intensity Bus directional route miles (FG or HIB DRM) are reported, interview the person responsible for maintaining and reporting the NTD data whether the operations meet FTA's definition of fixed guideway (FG) or High Intensity Bus (HIB) in that the service is:*
- *Rail, trolleybus (TB), ferryboat (FB), or aerial tramway (TR) or*
 - *Bus (MB, CB, or RB) service operating over exclusive or controlled access rights-of-way (ROW), and*
 - *Access is restricted*
 - *Legitimate need for restricted access is demonstrated by peak period level of service D or worse on parallel adjacent highway, and*
 - *Restricted access is enforced for freeways; priority lanes used by other high occupancy vehicles (HOV) (i.e., vanpools (VP), carpools) must demonstrate safe operation (see Fixed Guideway Segments form (S-20))*
 - *High Occupancy / Toll (HO/T) lanes meet FHWA requirements for traffic flow and use of toll revenues, and that the transit agency has provided to NTD a copy of the State's certification to the US Secretary of Transportation that it has established a program for monitoring, assessing and reporting on the operation of the HOV facility with HO/T lanes.*

We discussed with LBT personnel and determined that fixed guideway directional miles are reported on the NTD. The fixed guideway is a segment located on 1st Street between Pacific and Long Beach Blvd. and meets FTA's definition of fixed guideway in that the bus service operates over a controlled access right-of-way, the access is restricted, legitimate need for restricted access is demonstrated by peak period level of service D, and the restricted access is enforced by Long Beach Police.

- P. *Discuss the measurement of fixed guideway FG and HIB DRM with the person reporting the NTD data and determine that the mileage is computed in accordance with FTA's definitions of FG/HIB and DRM. Inquire whether there were service changes during the year that resulted in an increase or decrease in DRMs. If a service change resulted in a change in overall DRMs, recompute the average monthly DRMs, and reconcile the total to the FG DRM reported on the FFA-10 form.*
- Q. *The auditor should inquire if any temporary interruptions in transit service occurred during the report year. If these interruptions were due to maintenance or rehabilitation improvements to a FG segment(s), the following apply:*
- *DRMs for the segment(s) should be reported for the entire report year if the interruption is less than 12 months in duration. The months of operation on the S-20 form should be reported as 12. The transit agency should have completed a Form Note describing the interruption.*
 - *If the improvements cause a service interruption on the FG/HIB DRMs lasting more than 12 months, the transit agency should contact their validation analyst to discuss. FTA will make a determination on how the DRMs should be reported.*

We discussed with LBT personnel and determined the identification and measurement of the FG DRM is performed in accordance with FTA guidance. The fixed guideway segment has been the same for years and there were no service changes or interruptions that would have increased or decreased the segment directional miles.

AGREED-UPON PROCEDURES

R. Measure FG/HIB DRM from maps or by retracing route.

We discussed with LBT personnel about how fixed guideway directional route miles are measured and were informed LBT utilizes a computer mapping system to measure the mileage. We verified the segment measurement reported on the NTD report agreed with the measurement per the mapping software.

S. Discuss with the person reporting the NTD data whether other public transit agencies operate service over the same FG/HIB as the transit agency. If yes, determine that the transit agency coordinated with the other transit agency (or agencies) such that the DRMs for the segment of FG/HIB are reported only once to the NTD on the FFA-10 form. Each transit agency should report the actual VRM, PMT, and OE for the service operated over the same FG/HIB.

We discussed with LBT personnel and determined that two other public transit agencies utilize the fixed guideway. LBT personnel have informed us that adequate coordination exists such that operations in the fixed guideway are reported only once.

T. Review the S-20 form. Discuss with the persons reporting NTD data the Agency Revenue Service Start Date for any segments added in the 2014 report year. This is the commencement date of revenue service for each FG/HIB segment. Determine that the date is reported as when the agency begins revenue service. This may be later than the Original Date of Revenue Service if the transit agency is not the original operator. If a segment was added for the 2014 fiscal year, the Agency Revenue Service Date must occur within the transit agency's 2014 fiscal year. Segments are summarized by like characteristics. Note that for apportionment purposes under the State of Good Repair (5337) and Bus and Bus Facilities (5339) programs, the 7-year age requirement for fixed guideway/High Intensity Bus segments is based on the report year when the segment is first reported by any NTD transit agency. This pertains to segments reported for the first time in the current report year. Even if a transit agency can document an Agency Revenue Service Start Date prior to the current NTD report year, FTA will only consider segments continuously reported to NTD.

We discussed with LBT personnel and determined LBT has one fixed guideway segment located on 1st Street between Pacific and Long Beach Boulevard. This segment has been in service since 1963 and has not been changed or altered during the reporting year. We obtained and reviewed the S-20 and determined the data has been entered correctly.

U. Compare operating expenses with audited financial data, after reconciling items are removed.

We discussed with LBT personnel and determined that operating expense reported on the NTD is taken directly from the audited financial data. We compared operating expense reported on the NTD to the audited financial data and noted no exceptions.

V. If the transit agency purchases transportation services, interview the personnel reporting the NTD data regarding the amount of PT generated fare revenues. The PT fare revenues should equal the amount reported on the Contractual Relationship form (B-30).

We discussed with LBT personnel and determined fare revenues from purchased transportation services are recorded and tracked in LBT's accounting records. The amount on the accounting records equals the amount reported on the Contractual Relationship form (B-30).

AGREED-UPON PROCEDURES

- W. If the transit agency's report contains data for PT services and assurances of the data for those services is not included, obtain a copy of the IAS-FFA data of the PT service. Attach a copy of the statement to the report. Note as an exception if the transit agency does not have an Independent Auditor Statement (IAS) for the PT data.*

We discussed with LBT personnel and determined transportation services are purchased from Taxi Systems, Incorporated, which does not file its own NTD report and data for those riders are included in LBT's NTD report. As such, an Independent Auditor Statement is not necessary.

- X. If the transit agency purchases transportation services, obtain a copy of the PT contract and determine that the contract (1) specifies the specific public transportation services to be provided; (2) specifies the monetary consideration obligated by the transit agency or governmental unit contracting for the service; (3) specifies the period covered by the contract and that this period overlaps the entire or a portion of, the period covered by the transit agency's NTD report; and (4) is signed by representatives of both parties to the contract. Interview the person responsible for maintaining the NTD data regarding the retention of the executed contract, and determine that copies of the contracts are retained for three years.*

We discussed with LBT personnel and determined that LBT purchased transportation services from Taxi Systems, Incorporated. We obtained and reviewed a copy of the contract and determined the contract (1) specifies the services to be provided; (2) specifies the monetary consideration; (3) specifies the period covered; (4) is signed by both parties; and (5) the contract is retained in the Purchasing department at the end of the contract for three years.

- Y. If the transit agency provides service in more than one UZA, or between a UZA and a non-UZA, inquire of the person responsible for maintaining the NTD data regarding the procedures for allocation of statistics between UZAs and non-UZA. Agencies that operate service in both within a UZA and outside of a UZA (non-UZA) will report to the 2014 Annual NTD database. Agencies who operate service only in a non-UZA should report the 2014 NTD Rural Report. Obtain and review the FG segment worksheets, route maps and urbanized area boundaries used for allocating the statistics, and determine that the stated procedure is followed and that the computations are correct.*

We discussed with LBT personnel and determined that LBT only provides services in one urbanized area and does not allocate between urbanized and non-urbanized areas.

- Z. Compare the data reported on the FFA-10 form to comparable data for the prior report year and calculate the percentage change from the prior year to the current year. For actual VRM, PMT or OE data that have increased or decreased by more than 10%, or FG DRM data that have increased or decreased, interview transit agency management regarding the specifics of operations that led to the increases or decreases in the data relative to the prior reporting period. The auditor should document the specific procedures followed, documents reviewed, and tests performed in the work papers. The work papers should be available for FTA review for a minimum of three years following the NTD report year. The auditor may perform additional procedures, which are agreed to by the auditor and the transit agency, if desired. The auditor should clearly identify the additional procedures performed in a separate attachment to the statement as procedures that were agreed to by the transit agency and the auditor, but not by FTA.*

AGREED-UPON PROCEDURES

We compared vehicle revenue mile, passenger mile, and operating expense data reported on the current FFA-10 form to comparable data reported for the prior reporting period and calculated the percentage change for the two fiscal years and noted no increases or decreases greater than 10%. We also compared fixed guideway miles reported on the current FFA-10 form to comparable data reported for the prior reporting period and noted a increase of about 2%. We interviewed the Service Development Planning Manager and were informed the increase was due to detours from road construction during the fiscal year.