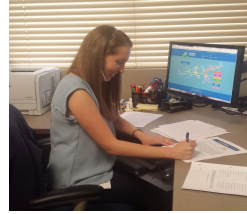




EL DORADO TRANSIT



Fiscal Year 2016/17

Administrative Operations Report

Pqxgo dgt 2, 2017

Prepared by:

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Fiscal Year 2016/17 Administrative Operations Report

El Dorado County Transit Authority

2017 Board of Directors

Chair: Patty Borelli, Placerville City Council

Vice Chair: Shiva Frentzen, El Dorado County Board of Supervisors, District 2

Trisha Wilkins, Placerville City Council

John Hidahl, El Dorado County Board of Supervisors, District 1

Brian Veerkamp, El Dorado County Board of Supervisors, District 3

Executive Director: Mindy Jackson, El Dorado County Transit Authority

Mission Statement *To provide safe, reliable, courteous, attractive, effective and comfortable public transit, coordinate transit services, reduce vehicle miles traveled on the Western Slope of El Dorado County and actively support reducing emissions to improve air quality.*

Introduction

The El Dorado County Transit Authority (El Dorado Transit) provides public transportation on the western slope of El Dorado County under authority of a Joint Powers Agreement (JPA) with the County of El Dorado and the City of Placerville.

The El Dorado Transit Fiscal Year 2016/17 Administrative Operations Report is prepared to apprise the board and general public on transit operations during the current fiscal year (FY) 2016/17 (July 1, 2016 to June 30, 2017). In addition, this report presents a comparison of performance measures for the same period of the prior fiscal year.

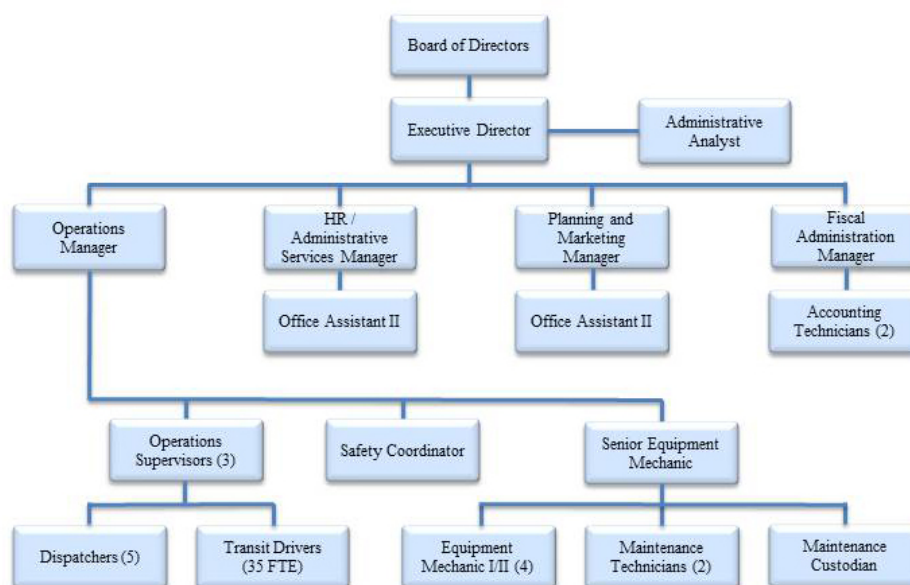
Organizational Structure

The El Dorado Transit Board make up includes three (3) appointments from the County of El Dorado Board of Supervisors and two (2) appointments from the Placerville City Council.

Calendar year 2017 Board of Directors:

Chair: Patty Borelli, Placerville City Council
Vice Chair: Shiva Frentzen, El Dorado County Board of Supervisors, District 2
Trisha Wilkins, Placerville City Council
John Hidahl, El Dorado County Board of Supervisors, District 1
Brian Veerkamp, El Dorado County Board of Supervisors, District 3

The following Organizational Chart outlines the agency's staffing structure:



El Dorado Transit provides public transit services with eighty-four (84) employees. The five (5) person management team includes the Executive Director, Operations Manager, Human Resources / Administrative Services Manager, Planning and Marketing Manager and the Fiscal Administration Manager. The Executive Director works under direction and authority of the Board of Directors with the support of one (1) Administrative Analyst.

The Operations Manager oversees a department of seventy-four (74) employees providing direct supervision and support to three (3) Operations Supervisors and one (1) Senior Equipment Mechanic. Operations Supervisors are responsible for incident response as well as training, supervising and scheduling five (5) Transit Dispatchers and thirty-five (35) Full-time Equivalent (FTE) Transit Drivers. The Senior Equipment Mechanic has full-charge management oversight of fleet maintenance, regulatory compliance and facility maintenance and is responsible for training, supervising and scheduling four (4) Equipment Mechanics, two (2) Maintenance Technicians and one (1) Maintenance Custodian.

The Human Resources/Administrative Services Manager handles all human resources and administrative duties with the support of one (1) Office Assistant II.

The Planning and Marketing Manager handles transit-related planning, marketing, public outreach, customer service, grant writing and complete project management of approved grants with the support of one (1) Office Assistant II.

The Fiscal Administration Manager oversees financial and accounting functions including payroll, insurance oversight, risk management, in-house bookkeeping, purchasing, and grant administration with a support staff of two (2) Accounting Technicians.

El Dorado Transit contracts for professional support services such as accounting, legal counsel, project management and transportation planning.

Service Description

Public transportation services provided by El Dorado Transit include Demand Response, Local Fixed Route, Commuter Service and Special Event Services which include annual services funded through local air quality management grants for vehicle emission reduction.

Demand Response

Demand Response is comprised of Dial-A-Ride and subscription Dial-A-Ride, Americans with Disabilities Act (ADA) Complementary Paratransit, SAC-MED, Mother Lode Rehabilitation Enterprises (M.O.R.E.), Grizzly Flat Flex Route and the Adult Day Services Program.

Dial-A-Ride is a reservation service that operates seven (7) days a week providing curb-to-curb transportation to the general public. Seniors and persons with disabilities are given priority when scheduling these trips. El Dorado Transit Dial-A-Ride provided 20,880 one-way passenger trips during

the reporting period, including 2,807 trips for persons in wheelchairs. Subscription Dial-A-Ride is provided to a limited number of passengers traveling to standing appointments for such things as dialysis or cancer treatments. The Americans with Disabilities Act (ADA) limits the percentage of trips a transit operator can provide on a subscription basis. For the reporting period, El Dorado Transit scheduled an average of three (3) subscription trips per day.

ADA Complementary Paratransit service is a reservation based, shared ride service providing origin to destination transportation to eligible physically or mentally disabled persons. ADA Complementary Paratransit service is provided the same days and hours as the local fixed route bus services, within $\frac{3}{4}$ mile of the route service area. El Dorado Transit ADA Complementary Paratransit provided 993 one-way passenger trips during the reporting period, including 409 trips for persons in wheelchairs. It should be noted that separate ADA Complementary Paratransit service was instituted beginning August 5, 2014. Prior to this date ADA service was provided via local fixed route deviation.

SAC-MED is non-emergency medical transportation for seniors, persons with disabilities and the general public traveling to medical appointments in Sacramento County. The service operates on Tuesday and Thursday each week using wheelchair lift-equipped buses or vans. El Dorado Transit SAC-MED provided 572 one-way passenger trips during the reporting period, including 116 trips for persons in wheelchairs.

M.O.R.E. client transportation is a contracted service. ALTA California Regional Center (ALTA) provides funding for the M.O.R.E. client transportation through an agreement with El Dorado Transit. Clients are transported from home or an agreed pickup location to the M.O.R.E. program facility in Placerville and back. El Dorado Transit provided 25,399 one-way passenger trips during the reporting period, including 1,343 trips for persons in wheelchairs. ALTA reimburses El Dorado Transit at a rate of \$18.37 per trip, covering approximately 76% of the cost of the service.

Demand response flex route service operated between Placerville and Grizzly Flat on Thursdays, provided at least five (5) individual requests are received in advance. El Dorado Transit did not provide any passenger trips during the reporting period. The service was discontinued effective July 1, 2017.

Adult Day Services (formerly known as Senior Day Care) clients are transported from home to the facilities in Placerville and El Dorado Hills and back on an individual Subscription Dial-A-Ride basis, Monday through Friday. El Dorado Transit provided 5,798 one-way passenger trips during the reporting period, including 1096 trips for persons in wheelchairs.

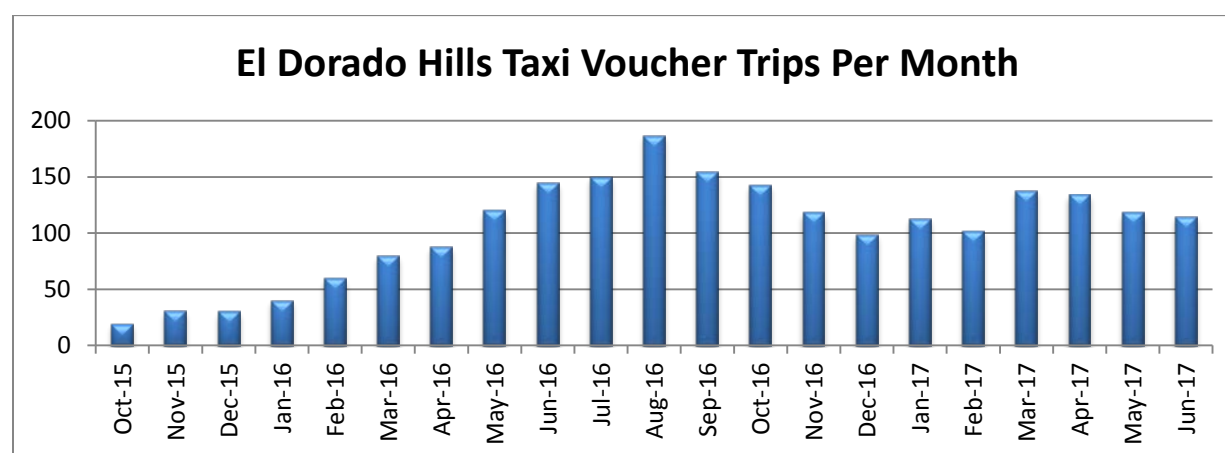
The following table provides a year-to-year comparison of demand response services, noting a decrease of 5.2% in one-way trips during the period. The largest year to year change was in the M.O.R.E. client transportation service which showed a decrease of 9.9% or 2,794 trips. M.O.R.E. services are contracted and ridership fluctuates according to client enrollment.

DEMAND RESPONSE COMPARISON				
Reporting Period: July 1, 2016 – June 30, 2017				
	FY 2016/17 (current)	FY 2015/16 (prior)	Difference	Percentage +/-
TRIPS	53,642	56,571	-2,929	-5.2%
HOURS	17,372	17,715	-343	-1.9%
MILES	347,057	352,999	-5,942	-1.7%

El Dorado Hills Taxi Voucher Demonstration Project

The El Dorado Hills Taxi Voucher Demonstration Project was started in October 2015 and is funded through June 30, 2018. The project is for residents of El Dorado Hills who are 60 or older or have a disability. The project supplements the existing El Dorado Transit Dial-A-Ride service by providing transportation from 7 am to 10 pm 7-days a week and is operated by Gold Rush Taxi. The taxi vouchers can be used for any type of trip and riders can bring guests along at no additional charge. Each voucher costs \$3.00 and is good for a one-way taxi ride anywhere within the El Dorado Hills Community Services District. Vouchers must be pre-purchased. Riders who travel outside that area (for example to Folsom) are required to pay the additional fare to the taxi vendor from the boundary line to their destination.

In the twenty-one (21) months since its inception, the project has provided 2,185 trips. The number of trips steadily grew from 19 in October 2015 to 191 in August 2016. After August, the number of trips declined to an average of 124 trips per month. The following graph shows the number of El Dorado Hills Taxi Voucher trips per month.



Rural Services (Local Fixed Routes)

El Dorado Transit provides connecting bus service, Monday through Friday, within the communities of Cameron Park, Shingle Springs, El Dorado, Diamond Springs, Placerville, Camino and Pollock Pines. Saturday service is provided by the Saturday Express between Placerville and Pollock Pines and the

Diamond Springs Saturday route. The following table provides a year-to-year comparison of local community bus service, and indicates a decrease of 4.3% in one-way trips during the period. The largest year to year change was in the Placerville Shuttle route which showed a decrease of 6.6% or 3,724 trips.

LOCAL FIXED ROUTE BUS COMPARISON				
Reporting Period: July 1, 2016 – June 30, 2017				
	FY 2016/17 (current)	FY 2015/16 (prior)	Difference	Percentage +/-
TRIPS	145,000	151,581	-6,581	-4.3%
HOURS	19,636	18,274	+1,362	+7.5%
MILES	330,607	312,238	+18,369	+5.9%

Urban Services (Commuter Routes)

El Dorado Transit operates three (3) urban services:

- Direct service to the downtown Sacramento corridor is provided during peak commute times, Monday through Friday. Eleven (11) one-way routes operate both in the morning and afternoon between park-and-ride facilities in El Dorado County and several downtown stops.
- Two (2) Reverse Commute routes are available for passengers traveling from Sacramento to El Dorado County in the morning and from El Dorado County to Sacramento in the afternoon. The Reverse Commuter services are offered on buses that are returning from or traveling to Sacramento to perform regular commuter routes.
- The 50 Express operates hourly between the Missouri Flat Transfer Center in Placerville and the Sacramento Regional Transit Light Rail Station at Iron Point Road in Folsom. It has various stops along Highway 50 in El Dorado County including Red Hawk Casino, and connects to facilities in Folsom including Intel, the Kaiser facility on Iron Point Road and the main Folsom Lake College campus.

The following table provides a year-to-year comparison of commuter services, noting an increase of 1.5% in one-way trips during the period. The largest year to year change was in the 50 Express route which showed an increase of 5.7% or 1,871 trips.

COMMUTER ROUTE COMPARISON				
Reporting Period: July 1, 2016 – June 30, 2017				
	FY 2016/17 (current)	FY 2015/16 (prior)	Difference	Percentage +/-
TRIPS	174,277	171,732	+2,545	+1.5%
HOURS	15,406	15,608	-202	-1.3%
MILES	455,516	461,006	-5,490	-1.2%

Special Event Services

El Dorado Transit operates Special Event Services which include grant funded public services.

During the reporting period, El Dorado Transit operated an El Dorado County Fair Shuttle in June 2017. This project was funded in part through a grant administered by the El Dorado County Air Quality Management District (AQMD). Funds for the AQMD program are derived from Department of Motor Vehicles registration surcharges as authorized by Assembly Bill 2766 (1990) for vehicle emission reduction projects. The 2017 Fair Shuttle was free to the public. Ridership on the Fair Shuttle decreased from 12,100 in 2016 to 9,489 in 2017 for a decrease of 21.6% or 2,611 trips over four (4) days of service.

El Dorado Transit provides limited charter services as allowed per State and Federal guidelines. By policy, El Dorado Transit performs charter services exclusively for public service agencies and private non-profit human service organizations. El Dorado Transit performed almost thirty-two (32) hours of contracted charter service during the reporting period at \$4,625.50 total billed.

Performance Measures

Mandated Performance Reporting

The Transportation Development Act (TDA) guidelines require that public transit agencies report on certain annual performance measures to their governing bodies, regional transportation planning agency and to the office of the California State Controller.

The following table summarizes and compares the system wide performance measures required under the TDA for the reporting period:

SYSTEM WIDE COMPARISON				
Reporting Period: July 1, 2016 – June 30, 2017				
	FY 2016/17 (current)	FY 2015/16 (prior)	Difference	Percentage +/-
TRIPS	382,408	391,984	-9,576	-2.4%
HOURS	52,594	51,768	+826	+1.6%
MILES	1,136,392	1,128,540	+7,852	+0.7%

El Dorado Transit sets an annual goal for increasing ridership by at least 3%. During the reporting period, statistics indicated a 2.4% decrease in trips coupled with higher hours and higher miles. Overall, the cost per passenger increased from \$17.11 in the prior year to \$19.21 in the current period. Trips per revenue hour trended slightly downward from 7.6 to 7.3.

The Fare-Box Recovery (FBR) percentage represents the ratio of fare collected to operating expenses. The TDA requires that the overall FBR for the agency be at least 12.2%. El Dorado Transit recovered 21.13% in fare box revenue during the reporting period, well above the minimum requirement. The best FBR among regular public services was realized on the Sacramento Commuter routes at 56.7%.

The table below (Figure 1) summarizes system wide performance measures required under the TDA for the reporting periods, FY 2015/16 through FY 2016/17:

Figure 1 Mid-Year Comparative Report for All Services as per TDA guidelines

FISCAL YEAR KEY PERFORMANCE MEASURES FOR ALL SERVICES	2016/17	2015/16	Difference	Percentage Change +/-
Passenger Fares	\$1,552,453	\$1,505,245	-\$47,208	-3.2%
Operating Expenses	\$7,347,426	\$6,706,078	+\$641,348	+9.6%
Farebox Recovery Ratio (FBR)	21.16%*	22.45%*	-1.29%	-5.7%
Operating Cost/Passenger	\$19.21	\$17.11	+\$2.10	+12.3%
Operating Cost/Revenue Hour	\$139.70	\$129.54	+\$10.16	+7.8%
Operating Cost/Revenue Mile	\$6.47	\$5.94	+\$0.53	+8.9%
Passenger Trips/Revenue Hour	7.3	7.6	-0.3	-3.9%
Road Calls	131	109	+22	+20.2%
Average Fare Per Passenger	\$4.06	\$3.84	-\$0.22	+5.7%
Employees/Full-Time Equivalent (FTE)	71	65	+6	+9.2%

*Calculations exclude special services and the El Dorado Hills Taxi Voucher Demonstration Project

Additional Performance Measures

Although not required by the TDA, El Dorado Transit prepares mid-year and annual reports of performance measures by mode and route. Annual statistical data summarized by service and mode are included for review as Attachment A (FY 2016/17) and Attachment B (FY 2015/16).

The Western El Dorado County 2014 Short- and Long-Range Transit Plan (SLRTP) includes a suggestion that the agency compare actual performance indicators with recommended goals noted in the SLRTP for FBR and operating subsidy per passenger. The complete SLRTP document is available on the El Dorado Transit website – www.eldoradotransit.com. The SLRTP includes goals for Service Efficiency Goals for Farebox Return Ratio and Operating Subsidy per Passenger.

The table below (Figure 2) shows the recommended goals from the SLRTP and the actual numbers for comparison. All service areas exceeded the recommended goals for Trips per Vehicle Service Hour. Demand Response services trended positively with a lower than recommended subsidy. The Operating Subsidy per Passenger Goal for Local Fixed Route service is \$15.00 per passenger and the actual was \$16.62. Sacramento Commuter Service showed a positive trend by exceeding the established goals with a FBR of 56.70%, and operating subsidy per passenger of \$4.10, and trips per vehicle service hour average of 16.4.

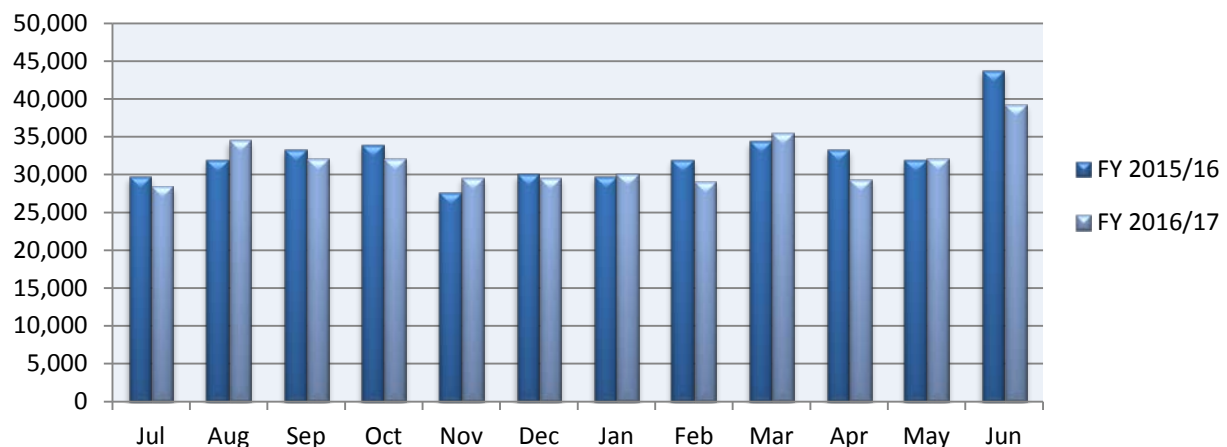
Figure 2 Comparative Report Between Actual 2016/17 and 2014 Short Range Transit Plan

ACTUAL FY 2016/17 PERFORMANCE STANDARDS VS 2014 SHORT RANGE TRANSIT PLAN GOALS	Farebox Recovery Ratio	Operating Subsidy per Passenger	Trips per Vehicle Service Hour
Rural Fixed Routes Standard/Goal	>10.0%	<\$15.00	>5.0
Diamond Springs	6.17%	\$14.00	8.7
Placerville Shuttle	6.63%	\$14.62	7.9
Pollock Pines	7.26%	\$16.21	7.9
Cameron Park	5.07%	\$27.34	4.7
Saturday Express (Pollock/Placerville)	5.87%	\$18.57	6.9
Diamond Springs Saturday	2.68%	\$39.37	3.2
Total Rural Fixed Routes – Average	6.39%	\$16.62	7.4
Demand Response Standard/Goal	N/A	<\$35.00	>2.0
Demand Response - Average	23.16	\$34.01	3.1
Urban Fixed Routes Standard/Goal	>50.0%	<\$5.00	>10.0
Sacramento Commuter Service	56.70%	\$4.10	16.4
50 Express	8.68%	\$25.14	5.4
Total Urban Fixed Routes – Average	35.26%	\$8.77	11.3

Monthly Ridership Trends

The following graph (Figure 3) compares monthly passenger boardings for FY 2015/16 and FY 2016/17:

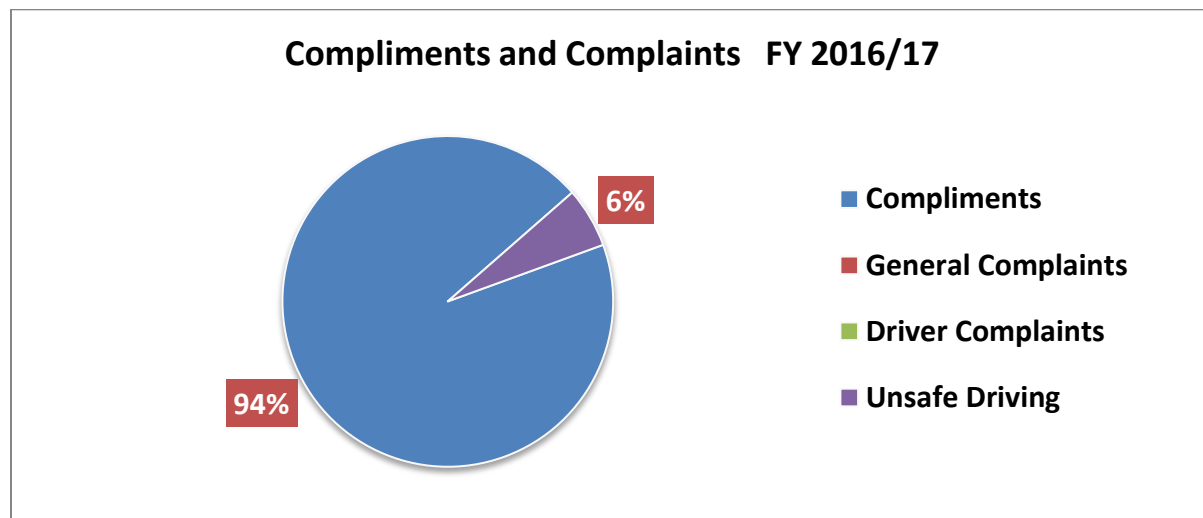
Figure 3 Fiscal Year Monthly Boardings FY 2015/16 and FY 2016/17



Complaints and Compliments

El Dorado Transit manages substantiated driver complaints and compliments promptly with discretion and professional action. The following chart (Figure 4) illustrates the ratio of compliments to complaints for the reporting period:

Figure 4 Complaints/Compliments Comparison Chart



Managers research and take the appropriate action to resolve all substantiated complaints. Compliments are discussed with individual drivers to acknowledge those comments and commendations. The following table (Figure 5) summarizes complaints and compliments received in FY 2016/17 by service type, issue title, category of comment and date:

Figure 5 Customer Service Summary Report

Service	Title	Category	Date
Commuter	Compliment	Driver Compliment	07/12/2016
Commuter	Compliment	Driver Compliment	07/16/2016
Commuter	Compliment	Driver Compliment	07/11/2016
Dial-A-Ride	Compliment	Driver Compliment	07/25/2016
Placerville	Compliment	Driver Compliment	08/04/2016
M.O.R.E.	Compliment	Driver Compliment	08/05/2016
Commuter	Compliment	Driver Compliment	08/05/2016
Commuter	Compliment	Driver Compliment	10/07/2016
Commuter	Compliment	Driver Compliment	10/11/2016
Dial-A-Ride	Compliment	Driver Compliment	10/27/2016
Placerville	Compliment	Driver Compliment	1/18/2017
Dispatch	Compliment	Dispatch Compliment	3/15/2017
Placerville	Compliment	Driver Compliment	5/3/2017
Commuter	Complaint	Unsafe Driving	5/10/2017
Diamond Springs	Compliment	Driver Compliment	5/13/2017
Pollock Pines	Compliment	Driver Compliment	5/23/2017
Adult Day Services	Compliment	Driver Compliment	6/14/2017

On-Time Performance Standards

El Dorado Transit service on-time performance is regularly measured to evaluate actual performance compared to adopted targets. Figure 6 shows the actual percentage of on-time arrivals by mode for FY 2016/17.

Figure 6 On-Time Performance FY 2016/17

Service Type	Adopted Target	Actual Performance
Demand Response	90%	95.2%
Rural Routes	85%	84.6%
Urban Routes	90%	79.6%

Road Calls by Service Type

Service effectiveness may be measured in several ways, one of which is the miles between road calls. Road calls are recorded when a mechanic responds to a mechanical problem on a disabled transit vehicle in the field. The overall number of road calls increased during the reporting period from 109 in FY 2015/16 to 131 in FY 2016/17. The following table shows the miles between road calls by service type:

Figure 7 Average Miles between Road Calls FY 2016/17

Service Type	Average Miles Between Road Calls
Demand Response	24,790
Rural Routes	4,133
Urban Routes	12,311
System Wide	8,675

Marketing and Outreach

The following were developed and/or conducted by El Dorado Transit staff, as appropriate, to heighten public awareness and promote transit services:

Passenger Materials

El Dorado Transit provides complete route and schedule information in printed brochures, and on the agency website which is available in more than 100 languages. Schedules and route maps are updated regularly and made available on transit vehicles, bus stops and distributed through a network of outlets within the service area.

The agency website is maintained in-house and provides easy access to the most popular types of information including:

- Trip Planner
- Transit fares, passes and scrip ticket information
- Schedule and route information
- Americans with Disabilities Act (ADA) services
- Press Releases
- Legal Notices
- Service Alerts
- Employment information

Print Advertising and Local Media

El Dorado Transit staff develops and distributes timely Press Releases to local news outlets to identify noteworthy activities and events. These commonly include:

- New, expanded or modified services
- Opening of new facilities
- Delivery of new vehicles
- Special services
- Ridership growth
- Introduction of targeted promotional activities

In addition to news releases, the staff works with local news reporters to develop feature articles about the benefits of using transit.

Direct Outreach

Ongoing public speaking program and mobility training to build a positive image within the community, build awareness of the services El Dorado Transit offers, and instruct both potential riders and gatekeepers on how to use the transit system. El Dorado Transit staff makes personal on-site presentations to business and community leaders, gatekeepers, potential rider groups, partner organizations, and human services providers. When necessary, presentations are targeted and timed to coincide with implementation of new, expanded or modified services.

One-on-one transit training (mobility training) is an important tool to assist potential riders in maintaining their independence and to access life-line services or employment opportunities. Passengers may schedule special training sessions, in-home appointments or escorted transit rides with staff, depending on individual needs. Mobility training is particularly effective in helping potential or first-time passengers become familiar with the available services and overcome any anxiety about using transit.

Glossary of Terms/Definitions

Demand Response -	Shared ride service or services, generally origin-to-destination (curb-to-curb), performed upon request or by advance reservation; as in Dial-A-Ride or SAC-MED
Americans with Disabilities Act (ADA) -	a wide-ranging civil rights law enacted by the U.S. Congress in 1990 that prohibits, under certain circumstances, discrimination based on disability
Charter -	Transportation provided at the request of a third party for the exclusive use of a bus or van for a negotiated price (excludes public, demand response services)
Transportation Development Act (TDA) -	provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance
Farebox Recovery Ratio (FBR) -	the ratio of fares collected to operating expenses on a given service or services, represented as a percentage
Trip -	represents the boarding of a single transit passenger for the purposes of travel in one direction (one-way)
Ridership -	cumulative total of trips recorded on a service or services during a given timeframe
Hours (revenue) -	represents the time during which a vehicle was either transporting passengers or available for public boarding (excludes vehicle travel time to and from base before or after passenger service)
Miles (revenue) -	represents the miles recorded on a vehicle while either transporting passengers or available for public boarding (excludes distance travelled to and from base before or after passenger service)
Operating Cost -	All costs in the operating expense object classes exclusive of depreciation and costs associated with providing charter service
Operating Cost per Passenger -	calculation of operating cost divided by the trips recorded

Operating Cost per Hour -	calculation of operating cost divided by the revenue hours
Operating Cost per Mile -	calculation of operating cost divided by the revenue miles
Passenger Trips per Revenue Hour -	calculation of total passenger trips divided by the revenue hours
Average Fare per Passenger -	calculation of actual fare revenue divided by the passenger trips
Road Calls -	cumulative total of mobile responses to a disabled transit vehicle, while in passenger service
Employee Full-Time Equivalent (FTE) -	number of total hours worked divided by the maximum number of compensable hours in a full-time schedule as defined by law

El Dorado County Transit Authority

Administrative Operations Report

Fiscal Year 2016 / 2017

Demand Response							Rural								Urban				Special Services		SYSTEMWIDE
							Local Fixed Routes								Commuter		Local				
DIAL A RIDE	SAC-MED	M.O.R.E.	ADULT DAY SERVICES	GRIZZLY FLAT	COMP PARA-	Subtotal	#40 CAMERON PARK	#30 DIAMOND SPRINGS	#25 SATURDAY EXPRESS	#60 POLLOCK PINES	#20 PLACERVILLE SHUTTLE	# 35 DIAMOND SPRINGS SATURDAY	Subtotal	COMMUTER	REVERSE COMMUTE	50 EXPRESS	Subtotal	ED COUNTY FAIR	Subtotal	TOTALS	
20,880	572	25,399	5,798	0	993	53,642	14,408	28,001	5,660	45,070	50,640	1,221	145,000	139,165	627	34,485	174,277	9,489	9,489	382,408	
11,293	670	4,308	801	0	301	17,372	3,036	3,225	821	5,716	6,451	387	19,636	8,511	546	6,348	15,406	180	180	52,594	
208,545	17,021	100,393	16,764	0	4,334	347,057	60,885	51,453	16,018	118,587	77,974	5,690	330,607	259,841	21,186	174,489	455,516	3,212	3,212	1,136,392	
\$ 1,240,111.90	\$ 81,608.41	\$ 69,396.94	\$ 81,928.83	\$ -	\$ 30,645.86	\$ 1,503,691.94	\$ 165,705.09	\$ 334,145.01	\$ 88,054.57	\$ 626,914.69	\$ 624,769.88	\$ 41,269.54	\$ 1,880,858.78	\$ 524,059.10	\$ 92,100.62	\$ 834,656.20	\$ 1,450,815.92	\$ 2,500.00	\$ 2,500.00	\$ 4,837,866.64	
\$ 66,338.96	\$ 2,714.88	\$ 21,675.38	\$ 2,497.57	\$ -	\$ 2,103.45	\$ 95,330.24	\$ 15,870.97	\$ 16,026.72	\$ 6,344.61	\$ 29,732.05	\$ 31,839.31	\$ 1,780.04	\$ 101,593.70	\$ 46,398.90	\$ (1,385.48)	\$ 32,436.86	\$ 77,450.28	\$ -	\$ -	\$ 274,374.19	
\$ 146,369.75	\$ 8,656.96	\$ 55,843.68	\$ 10,360.22	\$ -	\$ 3,914.19	\$ 225,144.80	\$ 39,355.60	\$ 41,787.88	\$ 10,689.47	\$ 74,087.30	\$ 83,585.09	\$ 5,024.87	\$ 254,530.21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 479,675.01	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 172,959.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 172,959.45	\$ -	\$ -	\$ -	\$ -	\$ 30,097.75	\$ 30,097.75	\$ 203,057.20	
\$ 60,485.50	\$ 4,970.00	\$ 466,497.46	\$ 16,304.00	\$ -	\$ 1,707.00	\$ 549,963.96	\$ 21,044.18	\$ 25,756.27	\$ 6,553.81	\$ 57,199.03	\$ 52,537.24	\$ 1,321.38	\$ 164,411.91	\$ 747,139.44	\$ 2,940.00	\$ 82,443.40	\$ 832,522.84	\$ 5,554.00	\$ 5,554.00	\$ 1,552,452.71	
\$ 1,513,306.11	\$ 97,950.25	\$ 613,413.46	\$ 111,090.62	\$ -	\$ 38,370.50	\$ 2,374,130.94	\$ 414,935.29	\$ 417,715.88	\$ 111,642.46	\$ 787,933.07	\$ 792,731.52	\$ 49,395.83	\$ 2,574,354.05	\$ 1,317,597.44	\$ 93,655.14	\$ 949,536.46	\$ 2,360,789.04	\$ 38,151.75	\$ 38,151.75	\$ 7,347,425.78	
2,807	116	1,343	1,096	0	409	5,771	424	122	124	562	801	7	2,040	212	0	217	429	0	0	8,240	
\$ 726,972.70	\$ 43,231.57	\$ 277,432.61	\$ 51,750.72	\$ -	\$ 19,300.03	\$ 1,118,687.63	\$ 195,317.29	\$ 207,338.38	\$ 53,024.38	\$ 367,631.66	\$ 414,946.89	\$ 24,997.69	\$ 1,263,256.29	\$ 547,549.97	\$ 35,596.25	\$ 408,409.53	\$ 991,555.75	\$ 16,965.07	\$ 16,965.07	\$ 3,390,464.76	
\$ 424,889.77	\$ 25,163.89	\$ 162,146.02	\$ 30,511.16	\$ -	\$ 11,614.94	\$ 654,325.78	\$ 114,158.63	\$ 121,332.46	\$ 30,824.89	\$ 214,936.35	\$ 242,763.23	\$ 14,583.09	\$ 738,598.65	\$ 320,151.78	\$ 21,219.16	\$ 238,953.35	\$ 580,324.29	\$ -	\$ -	\$ 1,973,248.72	
\$ 184,792.15	\$ 15,074.70	\$ 89,085.41	\$ 14,781.29	\$ -	\$ 3,785.92	\$ 307,519.47	\$ 54,027.10	\$ 45,643.16	\$ 14,198.52	\$ 105,232.13	\$ 69,223.80	\$ 5,042.06	\$ 293,366.77	\$ 230,386.26	\$ 18,683.40	\$ 154,862.76	\$ 403,932.42	\$ 15,787.39	\$ 15,787.39	\$ 1,020,605.99	
\$ 176,651.49	\$ 14,480.09	\$ 84,749.42	\$ 14,047.45	\$ -	\$ 3,669.61	\$ 293,598.06	\$ 51,432.27	\$ 43,401.88	\$ 13,594.67	\$ 100,132.93	\$ 65,797.60	\$ 4,772.99	\$ 279,132.34	\$ 219,509.43	\$ 18,156.33	\$ 147,310.82	\$ 384,976.58	\$ 5,399.29	\$ 5,399.29	\$ 963,106.23	
\$ 1,513,306.11	\$ 97,950.25	\$ 613,413.46	\$ 111,090.62	\$ -	\$ 38,370.50	\$ 2,374,130.94	\$ 414,935.29	\$ 417,715.88	\$ 111,642.46	\$ 787,933.07	\$ 792,731.52	\$ 49,395.83	\$ 2,574,354.05	\$ 1,317,597.44	\$ 93,655.14	\$ 949,536.46	\$ 2,360,789.04	\$ 38,151.75	\$ 38,151.75	\$ 7,347,425.70	
4.00%	5.07%	76.05%	14.68%	#DIV/0!	4.45%	23.16%	5.07%	6.17%	5.87%	7.26%	6.63%	2.68%	6.39%	56.70%	3.14%	8.68%	35.26%	93.45%	93.45%	21.13%	
\$72.48	\$171.24	\$24.15	\$19.16	#DIV/0!	\$38.64	\$44.26	\$28.80	\$14.92	\$19.72	\$17.48	\$15.65	\$40.46	\$17.75	\$9.47	\$149.37	\$27.53	\$13.55	\$4.02	\$4.02	\$19.21	
\$134.01	\$146.28	\$142.40	\$138.64	#DIV/0!	\$127.44	\$136.66	\$136.67	\$129.52	\$135.98	\$137.85	\$122.89	\$127.64	\$131.11	\$154.80	\$171.42	\$149.57	\$153.24	\$211.66	\$211.66	\$139.70	
\$7.26	\$5.75	\$6.11	\$6.63	#DIV/0!	\$8.85	\$6.84	\$6.82	\$8.12	\$6.97	\$6.64	\$10.17	\$8.68	\$7.79	\$5.07	\$4.42	\$5.44	\$5.18	\$11.88	\$11.88	\$6.47	
1.8	0.9	5.9	7.2	#DIV/0!	3.3	3.1	4.7	8.7	6.9	7.9	7.9	3.2	7.4	16.4	1.1	5.4	11.3	52.6	52.6	7.3	
\$2.90	\$8.69	\$18.37	\$2.81	#DIV/0!	\$1.72	\$10.25	\$1.46	\$0.92	\$1.16	\$1.27	\$1.04	\$1.08	\$1.13	\$5.37	\$4.69	\$2.39	\$4.78	\$0.59	\$0.59	\$4.06	
\$69.58	\$162.55	\$5.78	\$16.35	#DIV/0!	\$36.92	\$34.01	\$27.34	\$14.00	\$18.57	\$16.21	\$14.62	\$39.37	\$16.62	\$4.10	\$144.68	\$25.14	\$8.77	\$3.44	\$3.44	\$15.15	
2	0	10	2	0	0	14	5	12	13	19	30	1	80	22	0	15	37	0	0	131	
																				71	

El Dorado County Transit Authority

Administrative Operations Report

Fiscal Year 2015 / 2016

														Urban						SYSTEMWIDE
	Demand Response							Local Fixed Routes						Commuter		Local	Special Services			
	DIAL A RIDE	SAC-MED	M.O.R.E.	SENIOR DAYCARE	GRIZZLY FLAT	COMP PARA-	Subtotal	#40 CAMERON PARK	#30 DIAMOND SPRINGS	SATURDAY EXPRESS	#60 POLLOCK PINES	#20 PLACERVILLE SHUTTLE	Subtotal	COMMUTER	REVERSE COMMUTE	50 EXPRESS	Subtotal	ED COUNTY FAIR	Subtotal	
TRIPS	20,751	733	28,193	6,231	48	615	56,571	14,433	31,164	6,240	45,380	54,364	151,581	138,341	777	32,614	171,732	12,100	12,100	391,984
	5.46%	0.19%	7.42%	1.64%	0.01%	0.16%	14.89%	3.80%	8.20%	1.64%	11.95%	14.31%	39.90%	36.42%	0.20%	8.59%	45.21%	100.00%	100.00%	
HOURS	11,278	856	4,389	848	21	322	17,715	2,994	2,953	766	5,677	5,883	18,274	8,621	698	6,288	15,608	171	171	51,768
	21.86%	1.66%	8.51%	1.64%	0.04%	0.62%	34.33%	5.80%	5.72%	1.48%	11.00%	11.40%	35.42%	16.71%	1.35%	12.19%	30.25%	100.00%	100.00%	
MILES	204,857	22,150	101,018	17,795	512	6,667	352,999	60,880	46,647	15,089	117,587	72,035	312,238	261,364	25,874	173,768	461,006	2,297	2,297	1,128,540
REVENUES:																				
TDA	\$ 1,181,554.72	\$ 99,113.51	\$ 23,442.61	\$ 79,941.64	\$ 2,255.30	\$ 35,575.28	\$ 1,421,883.06	\$ 261,897.78	\$ 283,371.66	\$ 78,279.86	\$ 587,250.96	\$ 533,388.42	\$ 1,744,188.68	\$ 524,668.58	\$ 103,770.18	\$ 843,949.22	\$ 1,472,387.98	\$ 2,300.00	\$ 2,300.00	\$ 4,640,759.72
STA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ 148,888.18	\$ 11,348.24	\$ 57,902.47	\$ 11,169.98	\$ 280.65	\$ 4,262.70	\$ 233,852.22	\$ 39,494.10	\$ 38,959.44	\$ 10,129.23	\$ 74,885.48	\$ 77,596.55	\$ 241,064.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 474,917.03
5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OP GRANTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,723.36	\$ -	\$ -	\$ -	\$ -	\$ 57,723.36	\$ -	\$ -	\$ -	\$ -	\$ 27,433.08	\$ 27,433.08	\$ 85,156.44
FARES	\$ 60,263.75	\$ 6,310.00	\$ 494,352.56	\$ 17,405.75	\$ 240.00	\$ 1,308.00	\$ 579,880.06	\$ 20,797.42	\$ 30,627.47	\$ 7,808.26	\$ 61,761.83	\$ 58,958.14	\$ 179,953.12	\$ 708,660.56	\$ 3,850.00	\$ 27,523.51	\$ 740,034.07	\$ 5,378.00	\$ 5,378.00	\$ 1,505,245.25
TOT. REV	\$ 1,390,706.65	\$ 116,771.75	\$ 575,697.64	\$ 108,517.37	\$ 2,775.95	\$ 41,145.98	\$ 2,235,615.34	\$ 379,912.66	\$ 352,958.57	\$ 96,217.35	\$ 723,898.27	\$ 669,943.11	\$ 2,222,929.96	\$ 1,233,329.14	\$ 107,620.18	\$ 871,472.73	\$ 2,212,422.05	\$ 35,111.08	\$ 35,111.08	\$ 6,706,078.43
WHEELCHAIR PSGR	2798	155	960	1173	0	228	5314	442	164	116	694	817	2233	1	0	320	321	0	0	7868
EXPENDITURES:																				
EMPLOYEES	\$ 675,098.37	\$ 51,465.06	\$ 262,769.39	\$ 50,674.19	\$ 1,261.27	\$ 19,327.94	\$ 1,060,596.22	\$ 179,291.64	\$ 176,842.80	\$ 45,897.32	\$ 339,967.08	\$ 352,313.42	\$ 1,094,312.26	\$ 516,237.01	\$ 41,875.05	\$ 376,476.89	\$ 934,588.95	\$ 15,243.45	\$ 15,243.45	\$ 3,104,740.88
BENEFITS	\$ 385,096.75	\$ 29,707.19	\$ 150,058.75	\$ 29,163.20	\$ 734.88	\$ 10,805.40	\$ 605,566.17	\$ 102,412.70	\$ 100,914.07	\$ 26,031.48	\$ 194,161.64	\$ 201,254.24	\$ 624,774.13	\$ 295,268.48	\$ 24,129.71	\$ 214,929.18	\$ 534,327.37	\$ -	\$ -	\$ 1,764,667.67
VEHICLE OP	\$ 160,921.97	\$ 17,094.23	\$ 79,245.03	\$ 13,985.03	\$ 415.84	\$ 5,497.68	\$ 277,159.78	\$ 47,768.34	\$ 36,621.30	\$ 11,875.00	\$ 92,306.57	\$ 56,555.10	\$ 245,126.31	\$ 205,063.12	\$ 20,241.18	\$ 136,412.37	\$ 361,716.67	\$ 13,893.66	\$ 13,893.66	\$ 897,896.47
OTHER OP	\$ 169,589.56	\$ 18,505.27	\$ 83,624.47	\$ 14,694.95	\$ 363.96	\$ 5,514.96	\$ 292,293.17	\$ 50,439.98	\$ 38,580.40	\$ 12,413.55	\$ 97,462.98	\$ 59,820.35	\$ 258,717.26	\$ 216,760.53	\$ 21,374.24	\$ 143,654.29	\$ 381,789.06	\$ 5,973.97	\$ 5,973.97	\$ 938,773.44
TOTAL EXP	\$ 1,390,706.65	\$ 116,771.75	\$ 575,697.64	\$ 108,517.37	\$ 2,775.95	\$ 41,145.98	\$ 2,235,615.34	\$ 379,912.66	\$ 352,958.57	\$ 96,217.35	\$ 723,898.27	\$ 669,943.11	\$ 2,222,929.96	\$ 1,233,329.14	\$ 107,620.18	\$ 871,472.73	\$ 2,212,422.05	\$ 35,111.08	\$ 35,111.08	\$ 6,706,078.46
FARE BOX RECOVERY	4.33%	5.40%	85.87%	16.04%	8.65%	3.18%	25.94%	5.47%	8.68%	8.12%	8.53%	8.80%	8.10%	57.46%	3.58%	3.16%	33.45%	93.45%	93.45%	22.45%
OPERATING COST PER / PSGR	\$67.02	\$159.31	\$20.42	\$17.42	\$57.83	\$66.90	\$39.52	\$26.32	\$11.33	\$15.42	\$15.95	\$12.32	\$14.66	\$8.92	\$138.51	\$26.72	\$12.88	\$2.90	\$2.90	\$17.11
OPERATING COST PER / HOUR	\$123.31	\$136.34	\$131.16	\$127.94	\$131.37	\$127.64	\$126.20	\$126.88	\$119.52	\$125.61	\$127.50	\$113.88	\$121.64	\$143.06	\$154.15	\$138.58	\$141.75	\$205.63	\$205.63	\$129.54
OPERATING COST PER / MILE	\$6.79	\$5.27	\$5.70	\$6.10	\$5.42	\$6.17	\$6.33	\$6.24	\$7.57	\$6.38	\$6.16	\$9.30	\$7.12	\$4.72	\$4.16	\$5.02	\$4.80	\$15.29	\$15.29	\$5.94
PASSENGER TRIPS PER / REVENUE HOUR	1.8	0.9	6.4	7.3	2.3	1.9	3.2	4.8	10.6	8.1	8.0	9.2	8.3	16.0	1.1	5.2	11.0	70.9	70.9	7.6
AVERAGE FARE PER / PASSENGER	\$2.90	\$8.61	\$17.53	\$2.79	\$5.00	\$2.13	\$10.25	\$1.44	\$0.98	\$1.25	\$1.36	\$1.08	\$1.19	\$5.12	\$4.95	\$0.84	\$4.31	\$0.44	\$0.44	\$3.84
OPERATING SUBSIDY PER / PASSENGER	\$64.11	\$150.70	\$2.89	\$14.62	\$52.83	\$64.78	\$29.27	\$24.88	\$10.34	\$14.17	\$14.59	\$11.24	\$13.48	\$3.79	\$133.55	\$25.88	\$8.57	\$2.46	\$2.46	\$13.27
ROAD CALLS	4	0	14	2	0	0	20	11	4	1	28	15	59	17	0	12	29	1	1	109
EMPLOYEE FULL-TIME EQUIVALENT (FTE)																				65